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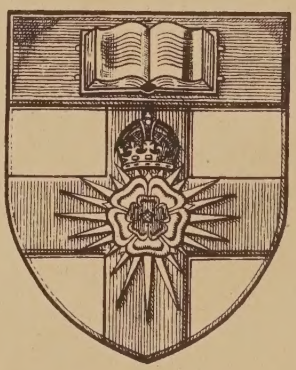

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FROM

COMMITTEES:

THIRTY-TWO VOLUMES.

—(17.)—

DEVON AND DORSET RAILWAY;
EDUCATION (MANCHESTER AND SALFORD);
LONDON AND DUBLIN COMMUNICATION.

Session

4 *November* 1852——20 *August* 1853.

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MINUTES OF EVIDENCE

TAKEN BEFORE

SELECT COMMITTEE

ON THE

DEVON AND DORSET RAILWAY BILL.

(1853.)

Ordered, by The House of Commons, *to be Printed,*
4 *July* 1853.

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MINUTES OF EVIDENCE.

Jovis, 16° *die Junii*, 1853.

WILLIAM BECKETT, Esq., in the Chair.

16 June 1853.

The Petition for the Bill was read.

Mr. Serjeant *Wrangham*, Mr. Serjeant *Kinglake*, Mr. *Carpenter Rowe*, Mr. *Merewether*, Mr. *Denison*, Mr. *Burke* and Mr. *Cadogan*, appeared as Counsel in support of the Bill.

Messrs. *Pritt & Co.* appeared as Agents in support thereof.

The Petition of John Tatchell Buller against the Bill was read.

Mr. *Calvert* appeared as Counsel in support of the Petition.

Messrs. *Dorington & Co.* appeared as Agents in support thereof.

The Petition of John Daw against the Bill was read.

Mr. *Calvert* appeared as Counsel in support of the Petition.

Messrs. *Dorington & Co.* appeared as Agents in support thereof.

The Petition of certain owners and occupiers of land (Melville, Lauriston, Lee, and others) against the Bill was read.

Mr. *Hope Scott* and Mr. *Johnson* appeared as Counsel in support of the Petition.

The Petition of certain other landowners and occupiers (Lord Ashburton, the Duke of Cleveland, and others) against the Bill was read.

Mr. *Hope Scott* and Mr. *Johnson* appeared as Counsel in support of the Petition.

Messrs. *Dorington & Co.* appeared as Agents in support thereof.

The Petition of certain other owners and occupiers (John Warren and others) against the Bill was read.

Mr. *Hope Scott* and Mr. *Johnson* appeared as Counsel in support of this Petition.

Messrs. *Dorington & Co.* appeared as Agents in support thereof.

The Petition of Inhabitants of Wilts, Somerset, and Dorset, and proprietors of land, against the Bill was read.

Mr. *Alexander* and Mr. *Forsyth* appeared as Counsel in support of the Petition.

Messrs. *Dorington & Co.* appeared as Agents in support thereof.

16 June 1853.

The *Chairman* stated that a Petition had been referred to the Committee by the House, which being out of the ordinary course, made it necessary for the Committee to consider what course they would pursue with regard to it. The Petitioners had no *locus standi* according to the ordinary rules of Parliament, but the Petition had been referred to the Committee by a resolution of the House, which left it to the Committee to consider whether they would or would not entertain it, and before proceeding with the Bill, the Committee desired to be informed what appeared to the Counsel on either side to be the best course to pursue with regard to the Petition referred to.

Mr. Serjeant *Wrangham*, on behalf of the promoters, said, that after the resolution of the House referring the Petition to the Committee, he did not object to the right of the Counsel for the Petitioners to appear before the Committee.

The *Committee* inquired whether there would be any objection to the Counsel for the Petitioners stating their case before the case of the promoters was opened.

Mr. *Alexander* stated, that no objection to the right of the Petitioners to appear being made by the Counsel for the promoters, he could not anticipate that any such objection would be raised in any other quarter, and that he intended to confine himself to the allegations contained in the Petition, not proposing to go into the general question as to the merits of the line proposed by the promoters in an engineering point of view or otherwise.

The *Chairman* stated, that the Committee had not yet decided whether they would allow Mr. Alexander to examine or cross-examine the witnesses or not.

Mr. *Alexander* said that the object of the House in sending the petition to the Committee would be defeated, if he were not allowed to give evidence in support of it.

The Counsel and parties were ordered to withdraw; and the Committee having deliberated, they were again called in.

The *Committee* inquired whether Mr. Alexander was present, and on being answered in the negative, stated that as they conceived his presence necessary, they would wait for a quarter of an hour; and that if within that time neither Mr. Alexander nor his junior appeared, the Committee would proceed with the Bill, and report to the House that no Counsel had appeared in support of the Petition.

After an interval, Mr. Alexander appearing, was informed that the Committee had come to the following Resolution:—"By a resolution of the House of Commons, the Committee sitting upon the Dorset and Devon Railway Bill are called upon, if they shall see fit, to admit the petition of the inhabitants of the counties of Wilts, Somerset and Dorset, and the inhabitants of Salisbury. In compliance with this resolution, the Committee decide to entertain this petition under certain limitations. Considering the petition has no *locus standi* before the Committee, according to existing rules, they do not look upon it as entitled to the privileges of an ordinary case of a landowner upon the line of railway, nor can they permit the petitioners to offer evidence or cross-examine witnesses during the investigation of the proposed Devon and Dorset Railway; but the Committee are willing to hear a statement on behalf of the petitioners, strictly confined to the allegations in their petition. The Committee reserve to themselves the power of admitting or calling for evidence in support of or in reply to this statement, as they shall see fit."

Mr. *Alexander* stated that it would be impossible for him to address the Committee now in support of his petition, inasmuch as it would be necessary for him to refer to facts stated therein, of which there was no proof before the Committee, and which statements would of course be objected to by the Counsel for the promoters.

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It was intimated to Mr. Alexander, that if he desired to bring forward evidence in support of his statement, the Committee would judge how far it was desirable to hear it.

Mr. *Alexander* stated that it would not be necessary for him to call many witnesses, as he expected to elicit all the facts necessary to support his petition, on cross-examination of the witnesses for the promoters; and submitted that it was not competent to the Committee, under the resolution submitting the petition to their consideration, or according to ordinary practice, to call upon the opponents of the Bill to proceed with their case before the case of the promoters had been heard.

The *Committee* inquired of Mr. Serjeant Wrangham, whether there would be any objection to his opening the case of the promoters, and then to the Committee calling upon Mr. Alexander to address them on the petition on which he appeared.

Mr. Serjeant *Wrangham* stated he was willing to take either one of two courses; either to allow Mr. Alexander to address the Committee in the first instance, or proceed at once to open the case of the promoters, and follow that up by evidence; but he submitted that to separate his opening speech from his evidence, interposing the statement and case of Mr. Alexander's clients, would be an inconvenient course, and might possibly prejudice the interests of the promoters.

Mr. *Alexander* reminded the Committee that his case would be mainly proved by cross-examination of the witnesses for the promoters.

The Counsel and parties were ordered to withdraw; and the Committee having deliberated, they were again called in and informed that the Committee much regretted that the resolution they had passed was not acquiesced in by Mr. Alexander, and that being desirous of accommodating as far as possible the wishes of all parties, they would permit Mr. Alexander to postpone his statement to a future time; and that they would also permit him to cross-examine the witnesses upon subjects comprised in the allegations in the petition upon which he appeared, but not upon the merits of the line.

Mr. *Alexander* reminded the Committee that he had stated originally that he did not propose, by cross-examination or otherwise, to go into the question with regard to the merits of the line.

Mr. Serjeant *Wrangham* was heard to open the case on the part of the promoters.

[Adjourned to To-morrow, at Twelve o'clock.

Veneris, 17° *die Junii*, 1853.

WILLIAM BECKETT, Esq., in the Chair.

Baldwin Fulford, Esq., Examined by Mr. *Carpenter Rowe*.

B. Fulford, Esq.

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1. I believe you live at Great Fulford, in the neighbourhood of Exeter?—I do.

2. You are on the quarter sessions for the county of Devon, I believe?—I am.

3. Have you resided in the neighbourhood of Exeter all your life?—The whole of my life.

4. I believe you have taken an active part in the public business of the county?—Yes, I have.

5. You are well acquainted with the city of Exeter, and its interests?—Yes, I know Exeter very well.

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6. Are you also well acquainted with the whole of the district of East Devon, following this line from Exeter towards Honiton, and so to Axminster?—Yes, I know it all.

7. I think you have some property yourself in Sidmouth?—I have property at Sidmouth.

8. Do you know that the country between Exeter and Axminster is a rich agricultural district?—Yes; nearly the richest part of the county.

9. Is it a district through which there used in former times to be much traffic?—It was the great link of communication with London; there was more traffic along that line than along any line out of Exeter; that was before the time of railroads.

10. By the *Committee.*] From Exeter to Axminster?—From Exeter to Honiton; the traffic divided at Axminster, but it went on in nearly the same line.

11. Mr. *C. Rowe.*] It was the main traffic, I believe?—The great traffic out of Exeter.

12. Do you know that the towns of Honiton and Axminster have severely suffered from the want of facilities of communication?—Very much indeed. There is one coach through Honiton now, and there used to be a dozen a day, each way; and there were vans and every sort of conveyance. It was the great London road.

13. All the goods traffic, Pickford's and Russell's waggons, and everything came that way?—Waggons and vans all came that way.

14. From east to west?—Yes.

15. With regard to the town of Ottery, that is a place of some little importance, is not it?—Yes; and an increasing place; it is a manufacturing place.

16. Is there a considerable silk manufactory there?—There is a large paper manufactory there, or used to be.

17. You said that you had yourself some property at Sidmouth; is it house property?—House property.

18. At present there is no sort of railway communication through that district?—There is nothing nearer than Exeter, which is 16 miles off; it is 16 miles to the station.

19. And a hilly and bad road, I believe?—A very bad road, indeed.

20. Do you feel the effect of having no communication sensibly at Sidmouth as regards the letting value of your property?—Before the South Devon Railway was made, houses at Sidmouth and Teignmouth let nearly at the same price; now the same description of house lets at nearly double at Teignmouth what it lets for at Sidmouth.

21. Teignmouth is west of Exeter, as we know well, and on the South Devon line?—It is.

22. By the *Committee.*] Sidmouth is a watering town?—Yes; it is on the coast.

23. Mr. *C. Rowe.*] Those being the requirements of the district, do you know practically that there has been the greatest anxiety felt for years through this district to get railway communication?—Very great; they have been extremely anxious for it.

24. Do you know that the locality has been considerably depreciated by the delay which has taken place?—Of course it has; of course a railway through it would increase the value of the property. We were all in hopes that we were going to have it five years ago.

25. Do you also know that there is a very great anxiety evinced through this district to obtain those facilities without further delay?—As far as I know the people of the district, they are all in favour of it.

26. By the *Committee.*] You speak of the residents at Sidmouth?—Yes; and people of property along the line. All I know are in favour of it.

27. Do you believe the feeling to be in favour of a railway through this district?—Yes; on the part of every one whom I know.

28. Mr. *C. Rowe.*] Has your attention been called to the amount of support that this very railway has had in the district?—I have seen a plan with the assents and dissents put upon it; there is a great preponderance of assents. I saw a coloured plan marking off the distances of both assents and dissents.

29. Do you know that it has the support of many influential landowners?—Almost every one that I know myself personally; I do not know any landowner who

who is opposing it, hardly, along the line; and, in fact, I do not know of one, speaking of those whom I know myself.

30. By the *Committee.*] You speak of Devonshire landowners?—Yes, and some Dorsetshire ones too.

31. Mr. *C. Rowe.*] I have asked you more particularly as to the country between Axminster and Exeter; I believe you also know the country about Maiden Newton, in Dorsetshire?—Yes, I know it very well; I used to be there a great deal.

32. You know Dorchester itself, I dare say?—I know it, but I do not know it so well; what took me into that country was hunting, and I did not trouble Dorchester very much.

33. That being so, your attention having been particularly directed, as I understand, to this line as promoted by the promoters of this Bill, do you think, in your judgment, it is well calculated to accommodate the necessities of the country?—I think it is, as far as I can judge.

34. Do you think it a great advantage that it communicates at once upon the same gauge with the Bristol and Exeter and South Devon Railways?—I think that is an advantage, because the station at Exeter is very much confined necessarily from being between the river and the turnpike-road. It would be a great inconvenience having to bring in a quantity of vans and people more than there are; there is not room.

35. The South Devon Railway gives also a communication to the far west by the Cornwall line, to Truro and Falmouth?—Yes, it does.

36. Stoke Cannon is about four miles from Exeter, is not it?—Yes.

37. You have pointed out the advantage of a communication on the same gauge with those lines to the south; do you know also that the line is being worked at present from Exeter to Crediton on the broad gauge?—Yes, it is, and beyond Crediton it is advanced very much in making.

38. The line to Barnstaple?—Yes.

39. With the extension to Bideford, which has passed this Committee, they are constructing that to be put also upon the broad gauge?—Yes, there is a great deal of work done upon those lines.

40. You spoke just now of the station at Exeter; knowing Exeter so well, in your judgment, would a break of gauge at Exeter be a matter of serious inconvenience?—I should think it would from that reason, and from its occurring in a large town. I should think it a very inconvenient place to have a break of gauge.

41. From the locality is it pretty much confined by natural difficulties?—It must be; the river is close upon one side of the railway, and the turnpike-road a very short distance off upon the other.

42. By the *Committee.*] Is the junction two or three miles out of Exeter?—About four miles, as nearly as possible.

43. Mr. *C. Rowe.*] When you speak of a break of gauge at the station, are you speaking of Exeter itself?—Of Exeter station itself.

44. Are you now assuming that there would be any break at the junction?—No, I am assuming that this line is made upon the broad gauge.

45. You say that it would be very inconvenient to have a break of gauge at Exeter?—I think so.

46. Is there a great deal of building about the station?—A good deal of building; and the buildings are increasing very rapidly.

47. Have you recently been into Dorsetshire at all?—No; I have not been further over the proposed line than Sidmouth recently.

Cross-examined by Mr. *Johnson.*

48. I think I understood you to say that you did not reside in Exeter; you reside in the neighbourhood, but I believe it is to the west?—It is to the west; my communication would be through the North Devon line.

49. What distance is it to the west of Exeter, where you reside?—Between nine and ten miles.

50. Have you yourself much personal acquaintance with Exeter itself, the city of Exeter?—Yes, a good deal.

51. When you speak of the unanimity which exists among the population in that district to have this line of railway, I conclude that you do not, in that

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category, include the inhabitants of Exeter?—I carefully referred to the country; I know there is a good deal of opposition in Exeter to this line.

52. Are you aware that there was a meeting held a fortnight ago, at which there were 800 persons present, and five dissentients from an opposition to this line?—I am quite aware of the meeting; I did not know anything of the size of the meeting; I know there was a meeting.

53. Are you aware generally, without reference immediately to that particular meeting, that there is a strong feeling of opposition entertained for this line in Exeter?—I am aware there has been a great deal of opposition in Exeter.

54. To the extension of the broad-gauge lines?—Yes; I believe they seem to consider it more for their interest that some other line of railway on the narrow gauge should be brought into that district; one or two people who have spoken to me about it have wished for it.

55. Do you yourself attach any importance to having another and a different line in the hands of a different interest, if it could supply an intermediate district at the same time?—To all of us to the west of Exeter it would be a great inconvenience to have it in different hands.

56. You would prefer having two lines, with the same point of destination, in the hands of the same parties rather than in different hands?—Yes; that is to say, a break at Exeter would be a great inconvenience to us; unless it is to run out of the same station it would make very little difference.

57. Do I understand you to say, as a matter of public policy, that it would make very little difference whether both lines were confided to parties having the same interest, or whether you might accommodate the same district and have the lines in different hands and different interests?—There would be more competition if the lines were in different hands; but all of us to the west would suffer from having a break at Exeter.

58. In other respects, except for that one consideration, do I understand you to say that, in your judgment, it would be more advantageous if you could accommodate the same district of country, to have the lines in different interests?—I do not know; you would have competition, but you would have other inconveniences; you would have some conveniences.

59. Would you have any other inconvenience except that which you have suggested, of a break at Exeter?—I do not know that you would.

60. Putting that inconvenience aside for the moment, do you consider that it would be more beneficial for the district of country and for the inhabitants of Exeter, to have that district accommodated, not by the same parties, but by parties having different interests?—You would very likely have more competition, but that is all; except that, I do not see that it would be any advantage at all, and there would be an inconvenience in a break at both ends; I do not think that it would be any convenience to the intermediate landowners between Maiden Newton and Exeter; I do not think it would make any difference to them.

61. I understood you to say that the inconvenience would be a break of gauge at Exeter?—Yes, and at Maiden Newton.

62. That is the only inconvenience which occurs to you at the present moment; are you aware that lines have been projected, going up to Salisbury; for instance, avoiding all break of gauge and connecting those districts of country?—There were some years ago.

63. Do you consider those, from your knowledge of the country, to be important lines, if they could be carried in that direction?—I do not know the country at all.

64. Do you know the coast country?—I do not know the country above Dorchester; between Dorchester and Southampton I know very little of the country.

65. Do you know the line of country as far as Dorchester?—Yes.

66. Do you consider that a line following the coast, without denoting in what particular course that line should run, would be desirable for the purposes and for the convenience of that district?—I think it would be rather a hardship upon the landowners of the country; it would not give so much convenience as this line does.

67. I am not asking you with reference to other matters, I ask you as an abstract question?—No doubt it is a convenience to every place to have a railway through it.

68. Are you sufficiently acquainted with the country round Dorchester, to know

know whether it would be important to connect Dorchester with Exeter by one continuous line of railway?—I think it would.

69. I understand you to say that you live to the west of Exeter?—Yes.

70. My learned friend put a question to you, whether the break of gauge would not be inconvenient if you attempted to extend the line westward as far as Exeter, because the lines there are upon the broad gauge?—Yes.

71. Are you aware of projects which have been on foot for carrying narrow gauge lines also to the westward of Exeter?—

Mr. Serjeant *Wrangham* objected to the question.

The *Chairman* stated that the Committee would permit the Counsel to refer generally to a district of country through which he might suggest another line, but they would not permit him to go into the particulars of any such line, nor into the history of any line which may previously have been proposed.

72. Do you consider that a central line from Exeter, following down towards Truro and Falmouth, through that part of Devonshire, would be advantageous to the country wherein you reside?—No doubt about it.

73. At present there is no line there, I believe?—No, there is no line there.

74. Will you be good enough to tell me, having resided some years near Exeter, what was the course that the traffic took between Exeter and London; I think there were three routes, were not there?—It was much further round through Bristol; the common way in which all the London traffic went, was as far as Honiton on one line; then there was one line went from there through Dorchester and Salisbury; another that went through Ilminster to Yeovil, and round in that direction, and another that went across from Ilminster the route that the mail came down.

75. Without pointing to any specific line, it followed rather the course of that red dotted line upon its route to London, than any of the upper blue lines?—It went between those.

76. Did not the line of traffic follow the course indicated upon that map?—One of the roads did, the other went north of it.

77. I understood you to say that one portion, perhaps a material portion, went by way of Dorchester?—One went by Dorchester and by Salisbury.

78. Was it especially goods that went in that direction, vans and heavy waggons as compared with coaches?—I cannot tell you after they left Honiton, where they separated; I know all about the coaches, but I do not know which way the vans went; I cannot tell at all.

Cross-examined by Mr. *Forsyth*.

79. I believe you know that in 1847, the Great Western Railway Company promoted a Bill in Parliament for the purpose of making a direct central line between Exeter and Salisbury?—I do not know that; I think they did, but I cannot swear to it.

80. You believe they did?—I think they did; I really do not know.

81. You are aware perhaps that, in that Session, there were two rival lines before the consideration of Parliament, one a narrow gauge line, between Salisbury and Exeter, the other a broad gauge line between Exeter and Salisbury?—I do not recollect it; there was a broad gauge line through Castle Cary; I do not recollect any broad gauge line from Salisbury.

Mr. Serjeant *Wrangham* objected to the evidence.

The *Chairman* stated that the Counsel might give proof that the Great Western Company had not executed any line for which they had obtained powers, but that he must confine his cross-examination to that particular point.

Mr. *Calvert* proposing to cross-examine the Witness on behalf of Mr. Daw,

Mr. Serjeant *Wrangham* stated that the promoters of the Bill were willing that a clause should be inserted in the Bill preventing the Company touching any of Mr. Daw's land; and, under those circumstances, he submitted that the Petitioner had no *locus standi* before the Committee.

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Mr. *Calvert* submitted that the Committee not yet having decided upon the preamble of the Bill, the time had not come for discussing the clauses, or for the proposal of a clause, and was heard in support of his *locus standi* on the petition of Mr. Daw.

The Committee-room was cleared.

After some time the Counsel and parties were called in, and informed that the Committee were of opinion that the Petitioner had a *locus standi* before them.

Cross-examined by Mr. *Calvert.*

82. You said that you reside to the west of Exeter?—Yes.

83. Have you any communication with Southampton?—Not any direct communication.

84. Have you at all considered, supposing a traveller wished to go from your house to Southampton, how he would travel, supposing this line is made?—I suppose he would go on to Dorchester, and from there to Southampton.

85. In doing that, would he first go to Exeter?—Yes.

86. And then to Maiden Newton?—Yes.

87. What train would there be to carry him on from Maiden Newton to Dorchester?—I do not know.

88. You do not know how long he might have to wait there before he went on to Dorchester?—No.

89. What gauge would he be on before he gets to Maiden Newton?—Supposing this line is carried, he would be on the broad gauge.

90. Not knowing how long he would be kept at Maiden Newton?—I do not know that he would be kept there.

91. Would there be a train there waiting for him?—My belief is, that a train would run straight from Exeter to Dorchester; but I have never had any communications with the directors of the railway, and I do not know what trains would run.

92. You expect that such will be the case if they get their Bill?—I suppose so.

93. You think that a train so running from Exeter to Dorchester would be independent of any train which would be coming from Yeovil?—I should think so; I do not know.

94. When you get to Dorchester, are you aware that the line from Dorchester to Southampton is a narrow gauge line?—Yes.

95. There would be a break of gauge at Dorchester?—Yes.

96. Have you any property to the east of Exeter?—I have some house property at Sidmouth.

97. Supposing this line were carried, and you were at one of your houses at Sidmouth, and wanted to go to London, how should you go?—I should go to Exeter.

98. Do you think there would be separate trains running from Sidmouth to Exeter, or would it be a train, as upon a branch line, to meet some other train coming from Dorchester to Exeter?—I cannot tell.

99. You have not considered it?—No; I should think they would run from Sidmouth to meet the principal trains from Exeter.

100. They would have to wait till the train upon the main line came by?—They would run to meet the trains, I should think; that is what I always see done.

101. Have you any other property in that district?—None whatever; none to the eastward of Exeter.

102. Have you at all considered the question of the tolls along this line?—No, not the least.

Re-examined by Mr. *Carpenter Rowe.*

103. You said that if you were going from Sidmouth to London, you would go to Exeter?—I should do so.

104. You would go to the junction at Stoke Cannon or to Exeter, as the case might be?—Yes.

105. Would your reason for going to Exeter be, because the travelling by the Great Western is such good travelling?—Yes.

106. With

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106. With admirable gradients?—Yes; I think I should go faster too.

107. My learned friend has just suggested to you, that if you were going from Sidmouth away to Southampton, you would meet at Dorchester with a narrow gauge line?—Yes.

108. And consequently a break of gauge?—Yes.

109. Would that break of gauge be so inconvenient as a break of gauge at Exeter?—I should think not; in the first place, because Dorchester is a much smaller town, and in the next place, there is much more room there.

110. Do you know that the terminus of the narrow gauge line from Southampton to Dorchester is in a large plain outside the town of Dorchester?—Yes, I have heard it is; I have never been there since it was constructed.

111. And, therefore, it would be more convenient for a change, you think?—Yes.

[The Witness withdrew.

Thomas Alexander Mitchell, Esq., a Member of The House, Examined by Mr. Serjeant *Kinglake*.

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112. YOU are well acquainted with the district through which the Devon and Dorset line is proposed to go?—I have been acquainted with it since I was a Member for the borough which I now represent.

113. I dare say you are aware of the fact that the district has been anxious to have railway accommodation there of some kind, for some years past?—For a great many years past.

114. You know the district and the line proposed?—I know best the district as far as Bridport; I cannot say that I know the district beyond Bridport towards Exeter.

115. From what you know of it can you form a judgment of the line before the Committee?—I think so, as regards that part of the line to Bridport, and the interest of the district about Bridport.

116. What is your opinion in reference to this line as it affects that district?—My opinion is decidedly favourable to it, and I think I may state that I am not a railway shareholder of any kind. I am not interested in any company.

117. Is it a line which you think will afford accommodation to the district?—Yes, it is.

118. I believe you also are a merchant in London?—Yes.

119. Is your business partly in the hemp and flax trade?—Yes.

120. Have you for some time past been connected with the trade of Bridport?—For 20 years past.

121. Do you send cargoes of flax now?—Yes, both flax and hemp.

122. Is it there manufactured into sailcloth?—The flax is manufactured into sailcloth partly in Bridport, and part of it goes a considerable distance into the interior, into Somersetshire and Wiltshire, chiefly Somersetshire.

123. Tarpauling, and things of that kind?—Yes.

124. They make nets, I believe, tarpauling, and sailcloth?—Yes; the twine for nets is made exclusively in Bridport, I think.

125. Fishing nets?—Yes.

126. Where is a good deal of that sent afterwards?—It is sent up to the north.

127. Does any of it go to North Devon and to the westward?—It goes westward also; the principal trade is westward and northward.

128. Cornwall?—Cornwall is a great fishing county.

129. Does it go there?—Largely.

130. Does it also go to Bristol?—Yes; I should think not to the same extent, but a considerable quantity does go there.

131. I am right in saying that a considerable quantity goes to North Devon and to Cornwall?—Yes.

132. Cornwall having large fisheries, we know?—Yes.

133. You are aware of that?—Yes.

134. I need not ask you whether this line, in connexion with the lines below Exeter, would afford facility for traffic of that description?—I think it would afford all the accommodation we require as far as regards Bridport and the districts round Bridport.

135. I believe in the year 1851, there being no railway in that district, you yourself, with other parties, endeavoured to obtain a line?—Yes, in 1851-52.

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136. Where was that line to pass; from Dorchester to where?—It was to pass from Dorchester to Exeter.

137. Is that the line we have heard spoken of as the Coast Extension Line?—Yes.

138. I believe that line failed on Standing Orders?—It did.

139. By the *Committee.*] Was it much in the same direction as this?—No, it was on the narrow gauge; it was proposed to be on the narrow gauge from Dorchester to Exeter. We felt so strongly the necessity of getting accommodation for the district, that the district itself, independently of both railway companies, started a line on the narrow gauge from Dorchester to Exeter.

140. A number of persons associated together for that purpose?—Yes.

141. Mr. Serjeant *Kinglake.*] Independently of any then existing company?—Independently of either the South-Western or the Great Western.

142. By the *Committee.*] When was that; in 1851?—We were defeated on Standing Orders early in 1852.

143. Last Session?—Yes.

144. Mr. Serjeant *Kinglake.*] Did you in the course of that matter put yourselves in communication with the South-Western Railway?—Yes.

145. For what purpose?—The line being proposed to be a narrow gauge line, an extension of the Southampton and Dorchester line to Exeter, we conceived by getting that line made, we should be throwing a great increase of business into the hands of the Southampton and Dorchester branch of the South-Western Company; consequently, seeing that, and knowing that we were to be on the narrow gauge also, we opened communications with the directors of the South-Western Railway Company, and we had repeated interviews with them.

146. What was the result of that?—The result of it all was, that after leaving us to believe for a long time that they would assist us with capital, they ultimately refused to assist us in any shape or manner, and we arrived at the conclusion, as far as regards the South-Western Company, that it was perfectly hopeless for us to expect them to assist us in making the line from Dorchester to Exeter.

Cross-examined by Mr. *Johnson.*

147. I understand you to consider it of so much importance that you, with others, were anxious to promote a line, and you sought the support of the South-Western Railway Company?—Yes.

148. Will you be good enough to trace the course of that line; did it go direct through Bridport to Dorchester?—It did; it went within a mile of Lyme, with a loop to Lyme, and then joined what, I believe, is the present scheme at Axminster.

149. I understand that it was as early as 1851 that you saw the importance of accommodating the district?—Yes.

150. How was it that your line was lost; were the subscriptions perfected for its being brought before Parliament; were the requisite notices given?—The subscriptions were perfected; they were perfected, however, as we had no assistance from the South-Western Railway Company, in a manner, with such very large amounts taken by some individuals, that we did not feel very confident about our subscription-list; still, I believe, theoretically, the subscription-list was perfected.

151. In a Parliamentary sense?—Yes.

152. Am I to understand you that the line was lost through the opposition of any other antagonistic parties?—Yes; it was lost by the opposition of the Great Western Railway Company on Standing Orders.

153. Was it upon engineering defects that it was lost?—Yes.

154. The plans were not perfect?—No.

155. I suppose neither the fact of its loss nor the opposition of the Great Western Company at all induced you to alter your mind as to the advantage which such a line of railway would be to that district?—I thought we wanted a line, and I thought that the natural course was to adopt a line which would obtain for us the support of a powerful company like the South-Western Railway Company.

156. You thought it desirable to put it into connexion with that line of railway at Dorchester?—Yes; I felt that the parties getting up the scheme had not capital of their own sufficient to make a railway of 53 miles, which would have involved

involved an outlay of nearly a million of capital, without the assistance of one of the two great companies; we felt that we had not capital to carry out the line.

157. I do not know whether you are aware at all that that very company are now perfectly prepared to carry out the line between Dorchester and Exeter? I am not aware of that, nor do I believe it.

158. You are not aware of any vote of the proprietary, an express vote, in favour of such a line being carried to Exeter?—I have heard of such a vote; that is, I have seen it in the newspapers; but after my experience of the South-Western Railway Company, I do not believe that line would be carried out.

159. I do not ask you what sincerity you may think there is in the vote, but are you aware that there is a vote of the proprietary in favour of such a line of railway being adopted?—I have seen it in the newspapers.

160. I think you say there is a large amount of the hemp and flax business carried on at Bridport?—Yes.

161. And that is principally for being made into nets for fishing and tarpauling?—That is the hemp; the bulk of the flax goes up to Crewkerne and Yeovil, and that district.

162. What is the flax particularly used for; the flax, I suppose, is the raw material which they manufacture?—Sailcloth chiefly in that part of the country, and nearly all the large mills for the manufacture of flax are in the neighbourhood of Chard, Crewkerne, and Yeovil; Bridport, of course, is the harbour where the flax arrives.

163. Let us take the hemp; the hemp, I think you say, is sent a good deal, in fact all of it, to the westward?—Not hemp; the manufacture of hemp and twine.

164. That is what is used for the purposes of fishing nets?—Yes.

165. Does not a great portion of that also go to the east, to Southampton, Portsmouth, and places of that kind?—Yes, I believe there is a considerable portion; the manufacturers of the town perhaps can answer the question better, but I should say the trade to the east is not so important as the trade to the west; I will not be positive about that.

166. Still, supposing it to be used for the purposes of fishing, and for nautical use, one would naturally suppose that the coast was the part where the greater demand would be?—Yes; but besides that, I believe a good deal goes to Bristol, and I believe as far as Liverpool; a large trade in twine is carried on to Newfoundland, and our North American Colonies.

167. It would be an export?—Yes, but it goes to the north for export.

168. Does not a great deal go from Poole?—Yes; but I fancy the trade of Poole is falling off rather; I should think that is not a very important export town.

169. Perhaps that is from the circumstance of its not being connected with the railway to Bridport; is there a considerable Newfoundland trade at Poole?—I believe there is.

170. I dare say you can appreciate the disadvantages of a break of gauge for heavy goods?—Yes.

171. You are aware, that for all that would be sent to the east, there would be a break of gauge at Dorchester, supposing it was going in that direction?—Yes.

172. Your connexion is principally with London, is not it?—I am a merchant in London.

173. Bridport being the county town with which you are connected, and where your interest lies, will you tell me how you would propose to get to London from Bridport; have you considered what facilities would be offered you?—I presume we should have to go by Yeovil, and then on to Chippenham, joining the Great Western Railway at Chippenham; I presume that that would be the course.

174. At all events, have you contemplated Bridport from the main line being worked as a branch?—I am aware of that; I think the distance we should travel over to London would be about six miles further than the other way.

175. Even supposing the Great Western to be in operation, bringing their line down from the north towards Dorchester as delineated there, you would be upon the branch of the line running east and west; the yellow line?—Yes.

176. And then again, upon another portion of a branch as far as Maiden Newton?—Yes.

177. You would have, in all probability, from Bridport to wait at the point of

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junction on the yellow line running east and west, and then again at Maiden Newton, for a train from Dorchester?—Yes; in the case of Bridport I do not think there would be any practical inconvenience, because the town of Bridport would be only two miles from the point of junction; therefore we should accommodate our trains to the others.

178. The shorter the distance generally, the more unquestionable are the arrangements, as a branch?—Yes; only we should know the exact time when the different trains were passing on the main line and accommodate ourselves to them.

179. When they ought to pass?—Yes; I have no hesitation in saying, that if that were practicable, a line running right through the town would be better.

180. If it were practicable, a line through the town of Bridport would be preferable to the present?—Yes.

181. Dorchester is the county town, is not it?—Yes.

182. Is it important to put Bridport in immediate connexion with the county town of Dorchester?—There is no particular communication between Dorchester and Bridport; as far as trade is concerned, there is none whatever.

183. I suppose, that being the county town, for all matters of county business, quarter sessions and other business, Bridport has to go, so to speak, to Dorchester?—Yes, for county business; and the line would be, I believe, about two or three miles longer this way than by the direct line to Bridport.

184. And with a double branch?—And with a double branch.

185. Taking it as a first proposition, it would be important, would not it, to put the town of Bridport in immediate connexion with its county town, Dorchester?—I think it of less importance in the case of Bridport and Dorchester than in the case of almost any county town; the county town is very insignificant, commercially speaking.

186. Dorchester is insignificant?—Yes, commercially speaking, it is, certainly.

187. By the *Committee.*] What is the population of Bridport?—About 8,000, within the parliamentary boundary.

188. What is the population of Dorchester?—Dorchester is rather smaller.

Cross-examined by Mr. *Forsyth.*

189. Was not it part of the Wilts, Somerset and Weymouth Railway scheme, in 1845, to connect Maiden Newton with Bridport?—Yes.

190. Has any part of that branch between Maiden Newton and Bridport been executed?—Not to my knowledge.

191. Do not you know that that branch has been abandoned altogether?—I believe so.

192. The Wilts, Somerset and Weymouth project, in 1845, which obtained its Act of Parliament in 1846, I think, was intended to connect Maiden Newton with Bridport; that they have abandoned?—Yes.

193. Are you acquainted with the branch authorised between Yeovil and Taunton, generally known, I believe, as the Durston branch?—No, I am not at all acquainted with it.

194. Do you know that that was a branch which the Wilts, Somerset and Weymouth Railway Company projected; that was part of the scheme of the Wilts, Somerset and Weymouth Railway?—No, I am not acquainted with it.

195. Are you acquainted with the branch to Crewkerne, from that Durston branch?—No.

196. Can you tell me how many miles of the line which the Great Western Company have been authorised to make are yet unmade?—I cannot answer that.

197. You do not know?—No.

198. You told us just now that, after your experience of the South-Western Railway Company, you have no great faith in them?—Yes.

199. Had that reference to the non-execution of the lines which Parliament had authorised them to make?—No, it had not reference to that; it had reference to the negotiations and interviews which an embryo line had for eight or nine months with the South-Western Company.

200. It had not reference to the fact of their not having executed certain lines which Parliament have given them powers to execute?—No, it had not.

Re-examined

Re-examined by Mr. Serjeant *Kinglake.*

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201. You have been asked whether, by the Bill of 1845, there was not a branch from Maiden Newton to Bridport?—Yes.

202. That would have joined the Wilts, Somerset and Weymouth Railway at the same point, at Maiden Newton?—Yes.

203. At the same place where this line will leave it?—Yes, it would.

204. Now you have a branch to Bridport under this scheme?—Yes.

205. Is the country about Bridport very hilly?—Yes.

206. A somewhat impracticable country, I suppose?—I do not know a more hilly country.

207. You stated that a good deal of the trade of Bridport went to Yeovil?—Flax.

208. Flax manufactured do you mean?—No, in the raw state.

209. Do you mean the flax which comes into the port of Bridport?—Yes, Russian flax.

210. That goes up to Yeovil?—That goes to Yeovil, Crewkerne, and Chard, and Sherborne; all about there is the chief consumption of the raw material.

211. That is upon the line of the Wilts, Somerset and Weymouth Railway?—No doubt; that line must be a great accommodation to the spinners; I do not know that it goes directly to the spinners.

212. How do the manufactured nets and so on, which are wanted for the Cornwall fishery, go from Bridport at present?—I do not know.

213. Do they go to Bristol?—I do not know.

214. You have been asked about the break of gauge at Dorchester; do you know the line from Dorchester to Southampton?—Yes.

215. Is that a narrow gauge line?—Yes.

216. And a single line of rails?—And a single line of rails.

[The Witness withdrew.

John Dee Osborne, Esq., Examined by Mr. *Carpenter Rowe.*

J. D. Osborne, Esq.

217 I BELIEVE you have been, for some 50 years, an inhabitant of the city of Exeter?—I have.

218. Are you one of the magistrates of the city?—I am.

219. And a member of the council?—Yes.

220. I believe, also, one of the guardians of the poor?—Yes.

221. In those capacities, and from your long residence, have you become well acquainted with the city and its requirements?—Certainly I have.

222. Are you, also, well acquainted, as a Devonshire man, with the country between Exeter and Honiton, and so on to Axminster?—I know it from Exeter to Honiton, not so well from Honiton to Axminster.

223. Mr. Fulford has told us that the country from Exeter to Honiton is a rich agricultural district; is that so?—I have no doubt it is.

224. Do you also know that Honiton was formerly a much more flourishing town than it is now?—I have understood so.

225. More traffic passed through it?—Yes.

226. Do you consider it of great importance that that area of country interposed between the Bristol and Exeter Railway and the sea should have railway communication?—Most certainly.

227. Has that been a thing long desired, not only by the district, but by the city of Exeter?—It has.

228. Is it a district which supplies agricultural produce to your city?—I believe it does, but certainly not to the extent of some other parts.

229. From your city, to a certain extent, I do not mean all the way, there is a return traffic in retail articles which they get from you?—Yes.

230. Do you know the country well?—I know it; I do not know it well perhaps.

231. And Sidmouth?—And Sidmouth.

232. We heard just now that your only communication at all, at present, between Sidmouth and Exeter, is by road, and a very bad one?—It is very hilly, certainly.

233. Do you think railway communication would be a great advantage to both those places?—Certainly it would.

234. Has your attention been called to the fact that this is a railway coming

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from Maiden Newton to Exeter, a double line on the broad gauge?—I have seen the map.

235. Effecting a junction with the Bristol and Exeter railway at Stoke?—Yes.

236. In your judgment is it a matter of considerable convenience that there should be no break of gauge, and that you should at once come down to Exeter upon the same gauge?—As a matter of opinion, I think it is of great importance that that line of country should be provided for by a broad gauge line.

237. You know the fact that at present you have the broad gauge continuously by the South Devon to Plymouth?—I believe the broad gauge branches off from Exeter.

238. It is worked on the broad gauge to Crediton at present?—Yes.

239. And the Taw Vale is about to be constructed upon that gauge also?—I understand so.

240. In the city of Exeter, it was suggested just now, people were of a different opinion about railway communication there; do you know what the feeling at Exeter is about this line?—That question would require some explanation; I do not think there is any difference of opinion as to the desirableness of having this line of country opened by a railway; I do not think there is any difference of opinion about that.

241. Have they been long attempting to get it opened?—Certainly they have.

242. For many years?—Yes.

243. Do you know whether there is a strong feeling at Exeter that it is desirable that it should not be postponed?—Certainly they think that it is desirable that it should be done immediately.

Cross-examined by Mr. *Hope Scott*.

244. Am I to understand from you that the line now before the Committee has been long desired?—I have said that a line is desired; a line through that country is much desired.

245. Has the line now before the Committee ever been proposed?—A similar one was proposed two years ago.

246. By whom?—It was what was commonly called Captain Moorsom's line.

247. A narrow gauge extension of the South Western?—Yes.

248. Should you have liked that as well as this?—No, I certainly should prefer a broad gauge line; but I would have anything rather than be shut up as we are now.

249. You would not even object to a narrow gauge line; are you very much shut up at Exeter now?—That part of the country is shut out from us by the want of railway communication.

250. Your object is to get down to Bridport and Sidmouth?—To London and that part of the country generally.

251. To Exeter?—Yes.

252. Would there be much traffic between that part of the country and Exeter, do you think?—I am sure I cannot tell.

253. You want to go to them; you do not know whether they want to come to you?—We want them to come to us.

254. For what purpose?—For the purpose of trade.

255. Are you well acquainted with this district, the district which the line goes through?—No, not well.

256. Were you ever at Axminster?—Yes.

257. Were you ever at Bridport?—Yes.

258. Have you been at Sidmouth?—Yes.

259. Very often at all those places?—Not very often at those places.

260. Do you go there once a year?—Really I cannot say what the average may be; sometimes three or four times a year.

261. Were you there three or four times last year?—No.

262. Were you there three or four times the year before?—I do not recollect.

263. Do you think it is at all reasonable for the people of Axminster to wish to go to London?—I cannot answer for the people of Axminster.

264. I do not ask you to do so; I asked you if you thought it would be an unreasonable thing for the people of Axminster to wish to go to London?—I should fancy the people of Axminster would be very glad to have railway communication to London.

265. Without a break of gauge, and without going far round?—I cannot answer for their opinions; I know what I should do if I were an Axminster man.

266. What should you wish?—I should wish to have a broad gauge line communicating with the Wilts, Somerset and Weymouth Railway, or, perhaps, I should prefer coming to Exeter to go to London by the broad gauge.

267. You think that an Axminster man would be quite reasonable in that wish to go to Exeter, in order to go to London?—He might form his own opinion there.

268. Did not you at one time support the narrow gauge line through this district?—Do you mean the narrow gauge as narrow gauge?

269. I put the question, I believe, in English, though I am a Scotchman?—I supported a line from Exeter, opening that line of country.

270. Was it a narrow gauge line?—I believe so.

271. Did you support it by subscription?—Do you mean by taking shares?

272. Yes?—I did.

273. Was that line which you supported to open the district, which was a narrow gauge line, contested by the broad gauge party?—Let me first have an explanation; you are now referring to the narrow gauge; there were two narrow gauge lines; there was one to which I subscribed.

274. I have asked you whether the narrow gauge line to which you have subscribed was or was not in opposition to the broad gauge line?—Certainly not.

275. In what year was that?—Which are you referring to; do you mean from Exeter to Yeovil, or the projected line of Captain Moorsom's.

276. You have spoken of having held shares in a particular narrow gauge line; I am asking you questions about that particular narrow gauge line in which you held shares; in what year was that?—1846 or 1847.

277. Did it then come before Parliament?—It did, and was passed.

278. Was it opposed by the broad gauge interests?—I dare say it was.

279. And you supported it against the broad gauge interests?—I do not know that I supported it at all, except by subscription.

280. Was there a competing broad gauge scheme in the field during the same session of Parliament?—I do not know.

281. You hold it to be very important that this line should be upon the broad gauge?—Yes, I do.

282. Why?—Because in coming to Exeter there would otherwise be a break of gauge, which would be exceedingly inconvenient; and besides that, there is no part of the country open westward but upon the broad gauge; I think, therefore, a little narrow gauge line in the midst of all the broad gauge lines would be exceedingly inconvenient.

283. Do you think it would be very inconvenient in order to go by way of Dorchester to London, to have a narrow gauge line?—A break of gauge would be found anywhere.

284. Do you think a narrow gauge line between Exeter and Dorchester, communicating at Dorchester with the narrow gauge line, would be an inconvenience for persons wishing to go to the eastward?—From Exeter to London do you mean?

285. Take the people of Axminster; would it be an inconvenience for them wishing to go eastward?—No.

286. Would it be a very good thing for them?—I do not know.

287. Would it be an indifferent thing for them?—That I cannot tell.

288. The subject seems beyond the grasp of your mind?—It does.

289. Have you been at any public meeting on the subject of this line?—Yes.

290. Where was that meeting?—At Exeter.

291. When?—I think about a month or six weeks ago.

292. Were the merits of this line discussed at that meeting?—There was a great deal said there.

293. On that subject?—On that subject.

294. Was it suggested at that meeting by anybody in the multifarious talk which took place, that it would be better to have the narrow gauge line?—I do not recollect that the question of narrow or broad gauge was mooted there; if it was so, it was only incidentally.

295. Was the question of another line mooted there?—Yes, certainly.

296. Was that other line suggested to be an extension by a company which is a narrow gauge company?—Yes.

297. Were there resolutions proposed at the meeting on the subject?—There were.

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298. In favour of which line were the resolutions?—Certainly, I think the best answer I can give to that question ——

299. The most direct answer I shall consider the best?—Certainly, resolutions were passed in favour of the South-Western making the line.

300. Incidentally, I suppose you do not expect the South-Western Company to make a broad gauge line?—I should think not.

301. This was a large meeting, I think?—Very large.

302. An influential meeting?—It was a large meeting; it is a matter of taste as to whether it was influential or not.

303. It was not a meeting that you liked?—I did not dislike the meeting.

304. Was it a respectable meeting?—Yes, it was a respectable meeting.

305. An intelligent meeting, it evidently was not?—Not very.

306. But it represented the mind, such as it is, of the city of Exeter?—It represented the prejudice perhaps of the city of Exeter.

307. I put it, the mind, such as it is?—I really cannot plumb the mind of the people of Exeter, whether they are sagacious or whether they are not; or what they thought of the matter.

Cross-examined by Mr. *Forsyth*.

308. Have you ever had occasion to go to Yeovil?—No.

309. You have had no occasion yourself, individually, to go there?—No.

310. Is there any connexion between Exeter and Yeovil; is it at all a matter of importance to connect those places?—I really cannot tell.

311. Perhaps you know that the Bristol and Exeter Railway Company have a branch called the Durston branch, going off from their line north of Taunton, and going to Yeovil?—I have heard so.

312. How much of that line have they made?—I do not know.

313. You do not know how much of that branch to Durston has been executed?—I know nothing of it.

314. That line which you subscribed to was a narrow gauge line, was not it?—It was.

315. Was that a line going from Exeter, through Yeovil, to Salisbury?—It was a line going from Exeter to Yeovil.

316. Did it stop at Yeovil?—It was called the Yeovil, Exeter and Dorchester line.

317. What line did that narrow gauge line to which you subscribed, meet, or was intended to meet, at Yeovil?—That I do not know; I understood it was nearly a straight line from Exeter to Yeovil.

318. If it was only a Yeovil and Exeter line, what should induce you, who had no connexion with Yeovil, to subscribe to it?—The line from Exeter *viâ* Yeovil to London by that plan, for which the South-Western obtained their Act, and never carried into effect, would have brought Exeter 24 miles nearer to London than by the existing line, the Great Western Company; it was considered very desirable that the shortest route to London should be made, and that a competing line, if it should be one, was also desirable for the conveyance of goods and keeping down the price; it was a very favourite scheme by the people of Exeter, and I confess that I, for one, viewed it with a great deal of favour, and wished it to be carried; but after the money had been subscribed, after the shares had been taken, and the bills had been obtained, the South-Western Company, I think, broke faith with the persons who trusted them, and never made the line; they left us without any railway communication at all, and I believe the impression of the people of the city of Exeter is, and it is my impression, that the South-Western Company would never be willing parties to make any line at all.

319. You complain, and very reasonably, that companies undertaking to make lines and getting powers to do so, have not made them?—Yes.

Re-examined by Mr. *Carpenter Rowe*.

320. They left you in the lurch; I believe you lost all your money?—Pretty nearly all.

321. And they have done nothing in it?—No.

322. You were asked by my learned friend, Mr. Hope, whether you ever expected

expected the South-Western to make the line upon the broad gauge; do you expect them to make any line at all?—No; not even if they had powers so to do, they would not do it.

323. I think you said, before my learned friend came into the room, that the district which you were best acquainted with, was between Exeter and Honiton?—Yes; and that neighbourhood.

324. You do not profess to speak much about Axminster and Bridport?—I do not.

325. It never occurred to you, I suppose, to imagine yourself an Axminster man till this morning?—No.

326. As my learned friend put it to you, you thought it possible that an Axminster man might find his way to London by Maiden Newton and by Frome?—Yes.

327. Or he might go to Exeter?—Yes.

328. And then, by way of Bristol to London, he would have the best gradients probably upon any line in England?—Really I do not know.

329. At all events a speedy communication he would have?—There is no doubt about it.

330. You have been asked about the break of gauge at Dorchester, and so on; do you think that a break of gauge at Exeter would be infinitely worse than a break of gauge at Dorchester?—I think no one can entertain two opinions upon that question.

331. Do you concur in what was stated by Mr. Fulford, who described the local position, and where the break of gauge will take place at the station?—Yes.

332. The river being on one side, and the turnpike road on the other, and a great deal of building all about there?—There is a facility now of branching off to all parts where the present terminus is to Plymouth, or to North Devon, or to the east; they can go in all directions.

[The Witness withdrew.

Mr. *George Sharland*, Examined by Mr. *Carpenter Rowe*.

333. HAVE you been engaged in business about 30 years in Exeter?—About 33 years.

334. As a wine and spirit merchant?—Yes; about 27 years on my own account.

335. Are you well acquainted, from that long residence, with the city of Exeter and its requirements?—Yes.

336. Have you given your attention somewhat to this question of railway communication eastward from Exeter?—Certainly.

337. It is not a new matter to you?—Not at all.

338. Do you know the district between Exeter and Honiton?—Yes, and upwards.

339. Have you heard what has been said to-day as to this being an important agricultural district, and do you concur in that?—Yes, perfectly.

340. It has been stated that it has been suffering for many years from the want of railway communication; is that the fact?—Unquestionably.

341. We have heard, too, that there have been many attempts, and that they have been defeated from time to time?—That is so.

342. Do you believe that there is a general feeling at present that it is time that that should be put an end to, and that they should have the communication which they have so long sought for?—There is no doubt about it.

343. Is that the prevalent feeling of that country, Honiton and Sidmouth?—As far as I know the parties residing in each town.

344. Do you think it also an important matter, as connected with the wants of your own city, Exeter?—Certainly I do, especially my own trade, where carriage is of great importance as regards the charge.

345. Have you reason to believe, that with easy communication between Honiton, Ottery, and Sidmouth, the trade of Exeter would be increased?—Certainly; every trade would be increased, but particularly the wine and spirit trade.

346. Sidmouth is a pleasant watering place, frequented by opulent families?—Yes.

347. Persons who would draw upon such a business as yours if they had facility of carriage?—Yes.

348. You see that that line from Maiden Newton to Exeter will communicate with the Bristol and Exeter line at Stoke Cannon on the same gauge?—Yes.

349. Is that in your judgment a matter of considerable importance?—I think it is of very great importance that the line should communicate with the Wilts, Somerset, and Weymouth line, because there you have one continuous broad gauge line.

350. With a view to a communication westward, regard being had to the South Devon and North Devon lines being both on the broad gauge, is it also of importance?—No doubt it is desirable to have one continuation of gauge.

351. Should you be inclined to deprecate a break of gauge at Exeter if it could be avoided?—I should prefer supporting a broad gauge line, as I did in the former case.

352. You have been always a consistent supporter of the broad gauge line?—Yes; I have always been of opinion that the broad gauge line to Exeter should be supported.

Cross-examined by Mr. *Hope Scott.*

353. You have always been a broad gauge man, have you?—Yes.

354. Through good and evil fortune you have always been broad gauge?—Not through good and evil fortune, but upon the principle that the Great Western was the first who opened a line of rail to Exeter; upon that principle I thought they were fairly entitled to public support.

355. Were you the first who established the wine business in Exeter?—No; it was established, I should suppose, many hundred years ago.

356. It does not apply, then, in the wine trade, that the man who is first in the field ought to have all the business?—I do not confine my observations to my own business.

357. You would like the shortest and quickest route to London, I suppose?—I do not care about the shortest and quickest; that which would be the most safe and that which is the best for the public I prefer.

358. You think shortness and quickness have nothing to do with what is the best for the public?—Not always; safety has to do with it.

359. You would prefer going to London by the existing broad guage; would not you like to go to London by the quickest railway?—Not particularly; I should prefer the present line.

360. Why?—I go in five hours and a half, and that is quick enough.

361. Where do you get your wines?—I import them direct.

362. Do they import much wine direct at Southampton?—I am not aware.

363. Supposing they do import a good deal of wine direct at Southampton, you would prefer, of course, that an Axminster man should deal with you at Exeter than that he should deal at Southampton?—I apprehend in a wholesale way the trade between Axminster and Exeter is not considerable; it is more particularly with Bristol.

364. You say that there is not much trade between Axminster and Exeter?—Not in the wholesale way; in the retail way of course there is.

365. Is there any trade at all in the wholesale way between Axminster and Exeter?—In a wholesale way I should think not.

366. Is there much between Bridport and Exeter?—No, I imagine not.

367. Is there much between Sidmouth and Exeter?—Gentlemen at Sidmouth would not come to Exeter for their wholesale purchases, because they import themselves; the wines come into Exeter as a port; then Exeter, of course, would have an interest in transmitting it to Sidmouth.

368. The Exeter people would not be able to compete with people at Sidmouth as an important town, you think?—Not so much as that; there would be a very desirable communication by the present line afforded to a Sidmouth or Exeter man. If I had to take charge of goods which came into Exeter for other towns, I might be a gainer by having a commission to take charge of those wines and transmit them to Sidmouth, and then this line would afford every facility for doing so.

369. Then you might be able to beat a Sidmouth man who imports direct?—That would not be the question; there is competition, of course, in every business, but not unfair competition.

Mr. *G. Sharl*

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370. As a matter of fact Sidmouth does get its own wines?—Into Exeter.

371. Do they import wine at Sidmouth, and send it to Exeter?—No; the Sidmouth merchants import their wines into Exeter and take them to Sidmouth; and they are obliged to pay waggon carriage over a difficult road.

372. Do you recollect the former broad gauge lines which were proposed in this district?—I do not distinctly remember the broad guage line, though I supported it; I had a few shares.

373. It did not take this course; do not you recollect that?—I do not exactly; I did not expect that the question would have been asked of me, or I should have informed myself about it.

Cross-examined by Mr. *Forsyth*.

374. You tell my learned friend that you supply what he called opulent families at Sidmouth with wine?—Yes.

375. I hope you have some customers at Crewkerne too?—No, I do not go into that district.

376. You have no customers there?—No.

377. Do you know anything about the broad gauge lines which have been authorised in this district?—I am not acquainted with them in detail.

378. As the lines are now laid down how is a man to get from Exeter to Crewkerne?——

Mr. *Carpenter Rowe* objected to the question.

Mr. Mr. *Forsyth* was heard in support of the question.

The Counsel were informed that the question might be put.

Witness.—I am not acquainted with Crewkerne.

Re-examined by Mr. *Carpenter Rowe*.

379. Whatever may be the state of things by-and-by, it is quite a misapprehension, is not it, that any one imports wine at Sidmouth?—There is no wine imported at Sidmouth; you misunderstood me; I meant that a gentleman at Sidmouth imports his wine into Exeter.

380. At present that is the case?—No doubt.

381. At present, whatever may be the case, there is no harbour at Sidmouth?—No.

382. Everything which is landed at Sidmouth is beached, is not it?—Yes.

383. But the wine which is supplied to Sidmouth is imported into the port of Exeter?—Yes, wine and other things.

384. I believe there is a very considerable import of wine into the port of Exeter?—Yes.

385. Large firms who have been established there for years?—Yes, there are a great many; perhaps too many for us.

386. A very considerable trade, and you supply the country?—Yes.

[The Witness withdrew.

John C. Gerrard, Esq., was Examined by Mr. *Denison*.

J. C. Gerra
Esq.

387. I BELIEVE you are mayor of Honiton, and I think you have been a surgeon there above 30 years?—Yes.

388. As mayor and as a surgeon are you well acquainted with the interests and wants of the people of Honiton?—I am well acquainted with the wants of Honiton in reference to railway accommodation.

389. Have the people of Honiton had their attention directed to this Devon and Dorset Railway running through Honiton?—I believe they have.

390. What is their opinion upon it?—Their opinion, I believe, is quite unanimous as to the present projected plan.

391. In favour of it?—In favour of it.

392. Being quite unanimous, of course your opinion agrees with the unanimous opinion?—It does.

393. Do you think that any other line would be made through the district

which would be so well suited to the wants of the people of Honiton?—I think the present line is as good as any other.

394. I suppose you have no particular objection at Honiton to the broad gauge, to connect you with the existing broad gauge lines?—Certainly not; quite the contrary; as far as my own individual opinion is concerned, I should always give the preference to the broad gauge.

395. Even if there were a narrow gauge line now offered to you, which there is not?—Certainly.

396. Is that also the general opinion of the people of Honiton?—I cannot say as to that, whether it is or not; it is my opinion decidedly.

397. I think you have had a meeting on the subject, have not you?—At the last meeting of the town council there was an application made to the council to support the present line, and a resolution was passed unanimously in support of it, and forwarded to the Members for the borough, requesting that they would give it their strenuous support.

398. Notwithstanding what the town of Honiton suggests, in connexion with the South-Western Company, there was nobody who held up his hand in the town council in favour of the South-Western Company?—Not one.

Cross-examined by Mr. *Calvert.*

399. Has there been any public meeting besides the meeting of the town council?—Not that I am aware of.

400. How many does the town council consist of?—Twenty-four, I believe.

401. There used to be a good many meetings in old times on these subjects?—I have heard of none lately.

402. About the year 1845 and 1846 there were a good many meetings?—Yes, but I never attended one of them.

403. Were you so busy that you could not go?—I have never a great deal of taste for such meetings.

404. Those meetings were in favour of the narrow gauge, were not they?—I really do not know anything about it from my personal knowledge.

405. Did you ever read a newspaper about it?—I do not know that I ever did.

406. You never heard it mentioned?—It is a thing I never took much interest in.

407. Which way does the traffic of Honiton go; does it go towards Exeter or towards Dorchester?—I really cannot tell you much about it.

408. I dare say you are not very well acquainted with how the trade of Honiton is conducted?—The staple commodity of the town is lace, and the carriage of that is very small.

409. You mean they have no very heavy traffic at all?—I dare say there is heavy traffic conveyed to and from the town; there are persons who are much better competent to speak to that than I am.

410. Do you often come to London?—Three or four times a year.

411. Supposing this line was made, how would you come to London?—I should go by it.

412. By Exeter?—No, I should not go by Exeter; I should be very happy to have a short distance to go to the station; our nearest station now is 11 miles from us.

413. Supposing the line is made, how shall you make your journey to London?—I should go direct with this line.

414. Tell me, if you please, how this line would take you; tell me the places you would go to?—I should go from Honiton to Axminster, from Axminster to Bridport, from Bridport I should go to Dorchester, from thence to Maiden Newton, and so on; it is not very direct, certainly.

415. In 1846 did not you sign a requisition to call a meeting upon the subject of railways; just tax your memory?—I really cannot tell you; I might.

416. You might have made a speech there, and forgotten it, might not you?—I never was at a railway meeting in my life.

417. Do not you remember how the parties cheered when you made your speech?—No, I am quite sure.

418. You remember signing a requisition?—I might have done so; I have had so many requisitions brought to me, that I have ceased to believe in the reality of a railway altogether.

419. The Great Western will never make this, will they, if they get it?—If they obtain

J. C. Gerr Esq.

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obtain the Bill they must, I understand; I believe I am brought here more as a member of the council, to state to the Committee that I was present at a meeting when an unanimous resolution was passed in favour of this line, which resolution was transmitted to our Members for their support in Parliament; that is the principal evidence which I can give.

420. Your wish is to go as direct as possible?—My wish is to have a railway passing through the valley of Honiton, one of the prettiest valleys in England, but now shut out from the world because we have no railway.

421. I suppose your object would be to get as direct a railway as possible from Honiton to London?—If you can make it shorter, I shall be better pleased.

422. If you had the choice between two railways, one going direct to London, and the other going round by Dorchester, I suppose you would prefer the direct line?—I should prefer the direct line, but the journey is to the station now.

Re-examined by Mr. *Denison.*

423. I dare say your attention has not been directed very minutely to the course of the line between Honiton and London?—I have seen the map.

424. And seeing the map, you know, in the first place, that you will not have 11 miles to go to the station?—Yes.

425. And you also see, without looking at the particular names of places, that you will have a line from Honiton to Maiden Newton, to Frome, and so on to London?—Yes.

426. And that, I suppose, the people of Honiton see?—I believe so.

427. I think you say that you Honiton people understand this, that by the clauses now introduced into the Act of Parliament, if the Great Western Company obtain this Bill, the line must be made?—Yes.

428. The South-Western game cannot be played over again?—I suppose not; I should have been a very unwilling witness here if I had not understood that to be the case.

429. You talked of transmitting the resolution of the town council for the petition to the Members for Honiton; were you cruel enough to send it to Mr. Locke?—I believe a copy of it was sent to him.

430. I hope Mr. Locke supported the prayer of the petition in the House?—I believe he did not.

[The Witness withdrew.

Mr. *John Digby*, Examined by Mr. *Carpenter Rowe.*

Mr. J. Di

431. ARE you a builder, residing at Ottery St. Mary?—I am.

432. Have you lived there some time?—I have, all my lifetime.

433. Is that a large parish in a rich agricultural district?—It has nearly 10,000 acres.

434. I believe you have a population there of from 4,000 to 5,000 inhabitants?—Yes.

435. That being the position of your parish, do you manure extensively with lime there?—Yes, chiefly lime.

436. Have you any idea o fthe number of hogsheads of lime that you consume in that parish?—From 40,000 to 50,000 hogsheads of lime.

437. Are you, at present, obliged to go 12 miles for your lime?—Generally.

438. I suppose if you go 12 miles for your lime the cost of the carriage is worth as much as the lime?—With some sort of lime the carriage exceeds the cost of the lime.

439. So much for your manure; now, as to your coal; how far do you generally go for coal now?—Generally 12 miles.

440. Does that cost you nearly 8*s.* a ton?—That is generally the price of the carriage.

441. Have you computed near about what the consumption of coal is?—I consider it is from 5,000 to 6,000 tons.

442. By the *Committee.*] What does the coal cost you per ton?—About 30*s.* per ton.

443. Mr. *C. Rowe.*] Where do you go for your coal?—Generally to Topsham or Exeter; generally Topsham.

444. You have to go all the way to Topsham or to Exeter?—Generally.

445. If you go to Topsham it is not the best road?—It is a very good road.

446. Hilly?—Yes; and there are turnpikes.

447. Assuming that to be the consumption of coal, have you calculated what you would save if it were carried at the ordinary rate of railway carriage?—I have considered that 1*s.* a ton would be the ordinary rate by railway, whereas we now pay 8*s.*, so that it would be a saving of nearly 2,000*l.*

448. In the consumption of your parish?—Yes.

449. Besides that, are you at the mercy of wheel-carriage altogether for stone and slate, and iron pipes, and everything of that sort?—Everything of that description we must go for a distance of 12 miles.

450. You are a builder?—Yes, I am.

451. Do you get anything of that sort from Sidmouth now?—Very seldom.

452. At present there is no port there?—No harbour whatever; it is difficult to get at it.

453. They are obliged to beach everything at Sidmouth now?—Yes; a harbour would be a great acquisition to us.

454. Besides its agricultural resources, have you a silk factory at Ottery?—Yes.

455. Is it a pretty considerable one?—A very large factory.

456. How many hands do they employ?—From 500 to 600.

457. Is that worked by water or by steam power?—By water power.

458. Is the manufacturer obliged to import all his raw materials 12 miles by wheels?—Yes.

459. And to export the manufactured silk in the same manner?—Yes.

460. You stated that there was no harbour at Sidmouth; I believe there is a project for getting a pier run out there?—I hear so; I hope they will carry it into effect.

461. If that were the case you would have a still greater advantage at Ottery, would not you, upon that branch?—Yes.

462. If Sidmouth, by means of a pier, were able to import, you would get the commodities nearer than Exeter?—Unquestionably.

463. Has your attention been drawn to this subject of railway communication through that country before now?—Not particularly.

464. Have you considered it now?—I have considered it to a great extent.

465. Do you apprehend that for the requirements of that district, the line as laid out would be very convenient?—I consider that it would.

466. Do you know Exeter well?—I know it very well indeed.

467. You attend its market, and so on, I suppose?—I attend it generally; I frequently do a great deal of business at Exeter.

468. Is it an advantage, in your judgment, that you will go into Exeter as well as your traffic without a break of gauge?—Unquestionably.

469. Do you know the railway going to Torquay?—I have travelled over it.

470. And you know the North Devon Railway also, perhaps?—I do not know much of the North Devon Railway; we generally get our traffic from the north, and a break of gauge would be a very inconvenient thing.

Cross-examined by Mr. *Hope Scott.*

471. What is your traffic from the north; what sort of traffic is it?—I have stoneware pipe from Staffordshire, and various things, and ironmongery of every description.

472. That all comes from the north?—Generally from the north.

473. Do you buy it at Exeter?—No, I have it landed in Exeter in general at the station.

474. How do you mean landed?—It has been brought by train and landed at the station, and I fetch it from the station.

475. Coal and lime do not come that way?—Certainly not.

476. They are landed at Topsham?—They are landed at Topsham.

477. Is there a railway from Exeter to Topsham?—No; but we can take the limestone from the South Devon and burn it ourselves.

478. As to coal; that is not landed near the South Devon, is it?—It is brought to Exeter, and the canal is very near.

479. How far it is from Topsham to Exeter by the South Devon Railway?—We cannot go that way.

480. If I understood you, coal is put on the South Devon Railway opposite Topsham; Topsham is on the opposite side?—I did not say that.

481. At present coal is landed at Topsham?—And some at Exeter.

482. You generally go to Topsham for it?—Yes, generally.

483. How far is Topsham from Ottery St. Mary?—Nearly 12 miles.

484. Do you still expect to get it at Topsham after the opening of this railway?—There are vessels coming to Exeter, and they would bring it there.

485. What is the difference at present between the price of coal at Exeter and at Topsham?—Very little indeed.

486. Is that all north country coal?—Generally Newcastle coal.

487. When they have that pier at Sidmouth they will be able to land it?—I hope so.

488. How far is Ottery from Sidmouth?—About six miles.

489. Your lime all comes in the same way?—It all comes from Topsham at present.

490. Where do your stone and slate come from?—The slate from Exeter or Topsham.

491. Where is the stone quarry?—In Cornwall.

492. Do you know anything of the Wiltshire stone?—We occasionally use the Wiltshire stone.

493. Are there any good quarries there?—Very good.

494. Where do the slates come from?—Generally from Cornwall.

495. Where do they come to?—They generally come to Exeter or Topsham by water.

496. Does the stone in the same way come from Cornwall?—Yes.

497. With respect to the silk factory; what kind of work is it?—It is ribbon and handkerchiefs and galloon.

498. Do they deal with the east at all?—I cannot say.

Cross-examined by Mr. *Forsyth*.

499. Do you get any paving-stones from a placed called Street?—No.

500. Do you know where Street is?—No; I should be very glad to embrace Langport.

501. That is upon the Bristol and Exeter Durston Branch?—Yes.

502. You would be very glad to connect yourself with Langport?—Yes.

503. Do you believe this Bill will give you a connexion with Langport?—Certainly.

504. You think this Bill has a connexion between Yeovil and Langport?—Langport I allude to in particular.

505. What is the mode in which you think this Bill will enable you to connect yourself with Langport?—We shall go up by Maiden Newton.

506. To go from Ottery to Langport, how would you go?—We should come up to Axminster to Maiden Newton, and then up the other line.

507. How are you to get from Yeovil to Langport?—I have not named Yeovil.

508. How do you get to Langport?—By rail.

509. From what point?—From Maiden Newton.

510. Through Yeovil?—Yes.

511. Do you suppose there is a railway existing between Yeovil and Langport?—I consider it is going to be made; according to that map it appears so.

Re-examined by Mr. *Carpenter Rowe*.

512. Do you know anything about this at all?—I understand that part of the Great Western scheme is the Wilts, Somerset, and Weymouth, which is in connexion with Langport.

513. Do you know that the works between Yeovil and Langport are so far advanced, that the line will be opened this very year?—I have heard so.

[The Witness withdrew.

W. G. Harris.

Mr. *William Gale Harris*, Examined by Mr. *Denison*.

June 1853.

514. I BELIEVE you are a house-agent and wine-merchant, at Sidmouth?—I am.

515. At Sidmouth, do they want railway communication with the rest of the world?—Very badly.

516. Do you see any means of getting it, except by the proposed Devon and Dorset Railway, with a branch to Sidmouth?—I know of none.

517. Sidmouth is a place with a great many pleasant residences about it, is not it?—I think so it is generally admitted.

518. Has this line been so laid out as to afford convenience to the town, and yet not to spoil it in respect to those residences?—I believe it has been studiously laid out in that way.

519. It is a place frequented by visitors?—Yes, a great deal.

520. Where do they come from?—From all parts of England; and more particularly from the north of England.

521. It is resorted to as a warm place, by people who live in the north?—Yes.

522. They must get to it chiefly through Bristol?—That is the usual way.

523. That being so, do you think it would be more convenient to get to it without a break of gauge at Exeter, than with a break of gauge?—Decidedly.

524. Do the same remarks which apply to visitors coming from the north, also apply to goods wanting to come to Sidmouth?—Yes.

525. I dare say you know that goods do not like a break of gauge more than passengers do?—It comes more expensive, and is troublesome.

526. It causes delay?—Yes.

527. What coals do you get at Sidmouth?—North country coals; Sunderland coals and Newcastle coals.

528. They come by ship, I suppose?—Yes.

529. Suppose this railway were made to Sidmouth, and the harbour which is proposed, do you imagine that a good deal of coal would be landed at Sidmouth for Ottery?—I imagine it would be supplied from Sidmouth.

530. I believe that harbour project is so far advanced, that the plans are prepared for it?—I have the authority of the lady owning the manor in which the pier is to be made, for saying so.

531. By the *Committee.*] Can you land coals now at Sidmouth?—Yes, but in an expensive mode.

532. Mr. *Denison.*] Are they beached?—No; the vessels lie a quarter of a mile off, and they are thrown out in lighters.

533. Whether the harbour is made or not, do you apprehend that if the line of railway is made, you will supply the country round Ottery and so on with coals?—It is rather largely supplied so at present; but I have the authority of the lady of the manor for saying, that if the scheme which is now in Parliament, and which parties are subscribing to, is carried out, she will make a harbour herself.

534. At her own expense?—Yes.

535. That of course will benefit the town?—Yes.

536. The railway and the harbour together will make rather a fine place of it?—We hope so.

537. How far have you to go to a railway now?—Sixteen miles.

538. Where do you get a railway?—At Exeter.

539. Have you heard of any projected railways through this district, equally beneficial to Sidmouth?—Never, equally beneficial.

540. And you do not imagine there could be one easily devised, I suppose?—I am not aware of any.

Cross-examined by Mr. *Calvert.*

541. You are a wine merchant, living at Sidmouth?—Yes.

542. Supposing this line were carried out, should you send your wine to Exeter?—No.

543. You would not carry on trade with Exeter?—No; with the town of Sidmouth, and the neighbouring villages.

544. You do not suppose that the Exeter wine merchants would be able to send wine to Sidmouth; you would supply the wine to Sidmouth, should not you?—

you?—If the persons there generally would listen to me they would buy of me, but people will not always do so.

545. I suppose an Exeter wine merchant would not have much chance with you, at Sidmouth?—We should endeavour, by selling a good article at a cheap rate, to keep him out.

546. How do you import your wine to Sidmouth?—We import wine to Exeter from Cadiz or Oporto; it stays in bonded cellars till we require it, then we get it by waggon.

547. From Exeter?—Yes.

548. When the lady has made this harbour at Sidmouth, shall you have it direct there?—That will depend upon whether the Board of Trade will establish a bonded cellar there.

549. I suppose there would be a custom-house there?—I should think it very doubtful till we got a more important place.

550. Is not it a very thriving place?—I think we stand about as we have done for the last 30 years.

551. Has it not increased for 30 years?—Perhaps it has a little.

552. Has not there before been a plan for a harbour at Sidmouth?—Yes.

553. How long ago was that?—It may be 10 years ago.

554. Had you anything to do with that plan?—Not with the plan.

555. You know there was such a plan?—Yes.

556. You were to form a pier, and to get your stone out of a quarry somewhere near there, were not you?—Yes.

557. When you had gone to the expense of an Act of Parliament, and paid the expenses of getting out the stone, do you remember how much money remained?—I think there was 18,000*l.* or 20,000*l.* spent.

558. And I am afraid you have no pier?—No, but that was quite a different place; it was not in the same situation that we now propose; perhaps we have learned wisdom by past experience.

559. That was the financial state of things, was not it?—I retired from it long before the thing was closed, but I have heard so.

560. There were great difficulties in carrying it out?—I do not believe there were, but there were great blunders.

561. Who is the lady of the manor at Sidmouth?—Mrs. Cornish.

562. Is she going to build a pier at her own expense?—I have her note in my pocket, saying so.

563. Saying that she will build a pier?—Saying that she will provide a place for landing.

564. To the extent of all the coal which is landed?—Yes, I apprehend so.

565. You say that these visitors come from the north; do not they come through London?—No, chiefly by Bristol or Cheltenham.

566. Do you mean that they do not go to London?—Of course they come from all parts of the kingdom.

567. Some of those people coming from the north, I suppose come to London, and stay a little while, and then come on to Sidmouth?—We do not ask them in what direction they come.

568. You do not know?—I do not.

569. Whether they come from the north through London or not, you do not know?—I know from experience that the greater part come from the north of England, and they come by the Bristol and Exeter Railway.

570. As matters now are, they must come by the Bristol and Exeter line if they come from London?—Yes.

571. I suppose it would be important to Sidmouth to get the most direct communication with London which can be obtained?—I think so.

572. To be as near as possible to the main line?—I do not know as to that.

573. If you had your choice, and had the prospect of a main line from Exeter instead of a branch, I suppose that would be the best thing for Sidmouth?—Of all the lines I have seen or head of, there is none which so well answers our purpose as the one I see before me.

574. I wish to know whether a direct line to London, or a line as nearly direct as possible, is not the best for Sidmouth?—Certainly not, if there were a break of gauge at Exeter.

575. Supposing there is no break of gauge, and instead of having to go to Exeter, you could go at once to London from Sidmouth, that would suit you

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better than going round by Exeter?—There is no necessity to go to Exeter on that line; from the line proposed you ——

576. Never mind the line proposed; do not the people at Sidmouth want to go to London without a break of gauge on the shortest line possible?—I presume they do, as is the case in any other place in England.

577. Coal from Sunderland, you say, now comes to Sidmouth, and is landed there?—Yes.

578. Is that the only coal now burnt at Sidmouth?—That is coal from the north of England. Sometimes a cargo of Welsh coal may come.

579. Whatever coals come, come by sea?—Yes.

Cross-examined by Mr. *Forsyth.*

580. You say that visitors come from the north; have you known any from the neighbourhood of Wells, for example?—Yes.

581. Wells is a cathedral city, is not it?—Yes.

582. How do they get from Wells to Sidmouth?—I am not sure.

583. Look at this lower map; do you see Wells?—Yes.

584. Tell me how your Wells visitors are to get to Sidmouth?—I imagine they would generally post it.

585. Do not you know that Parliament authorised the Bristol and Exeter Railway Company to make a branch from Wells to their line, called the Wells and Bleadon Branch?—I have no knowledge of it.

586. At present your Wells visitors are obliged to post?—I think so.

Re-examined by Mr. *Denison.*

587. Do the bulk of your visitors come from Wells?—No, very few.

588. As to wine; I suppose you do import wine at Sidmouth; I suppose you would not be afraid of carrying on competition with an Exeter wine merchant at Honiton, and places about there?—No.

589. Your wine is very good; I have no doubt you would not be afraid of an Exeter man?—No.

590. It seems there was a project for a harbour here some years ago, which failed?—Yes.

591. There was no project for a railway to Sidmouth at that time, I think?—I think not.

592. Perhaps you think as the lady of the manor thinks, that the railway will accelerate the harbour?—That is quite our opinion, that it will do so, and on the more extended scale which is now contemplated.

593. If this railway is made, there is no doubt that this project for the harbour will not fail?—I think there is no doubt that it will be carried out.

[The Witness withdrew.

Emanual Lousado, Esq., Examined by Mr. *Carpenter Rowe.*

E. Lousado, Esq.

594. YOU have lived for many years at Sidmouth, I think?—For 22 years.

595. Are you a considerable owner of house property at Sidmouth?—Yes.

596. And have a landed estate in the neighbourhood, which you farm yourself?—Not in the neighbourhood, in the place itself.

597. You have lived there all the time you have stated, and you are a magistrate of the county, and have been high sheriff there?—Yes.

598. Are you well acquainted with the interests of the neighbourhood, Sidmouth and Ottery, and all that district?—I think I am; I reside there.

599. Have you heard what has been said here by others, as to the importance of railway accommodation to that district?—I have.

600. Do you concur in it?—Yes; it is the only chance of restoring the place at all.

601. Is it a fact, then, that house property has been depreciated at Sidmouth, in consequence of the difficulty of access?—I think, without exaggeration, to the extent of 20 to 25 per cent.

602. Sidmouth is frequented not only by people coming for pleasure, but people who come for health?—Yes.

603. Is it found practically, that coming that long journey from Exeter, 16 miles

16 miles, with bad hills, is a very inconvenient thing?—It deters a great many from coming.

604. Having lived there a good many years, and in society, can you tell us whether a very considerable mass of your visitors come from the Somerset district, for example, Taunton, and that country?—I should say from all parts, or nearly from every part; when once they get there they are quite desirous of remaining; the difficulty is to get there.

605. Whether there is a harbour or not, is it of the last importance to you to get connexion with all the country to Exeter, and with the rest of the world, in fact?—It is of the greatest consequence in every sense, both interestedly, and I think for the place also.

Cross-examined by Mr. *Calvert*.

606. Who is lord of the manor at Sidmouth?—A gentleman of the name of Hughes Ball, but he does not reside there.

607. You say that your visitors come from all parts of the world; I presume what you want is to get the best through communication to London among other places?—Not only to London, but everywhere else.

608. London among other places?—There is one great evil which Mr. Rowe did not ask me about; we have 16 miles to go westward when we want to go eastward; that I think is a very paramount reason why we desire to have the accommodation of a railway; I have two hours and a half to go with post horses before I can get to a station, and that is westward, when I want to go to London.

609. Suppose you wanted to go to London by railway, would not it be best to have a system by which, instead of going westward first, you would begin by going eastward?—I should if this line was carried out.

610. Supposing this line is carried out, will you inform the Committee how you would go to London?—I take for granted I should go from the nearest point at Sidmouth, where the station would be, and join the Great Western at whatever was the nearest point.

611. At what point?—At Ottery most likely.

612. Supposing you had arrived at Ottery, which way would you go then?—To the east.

613. Follow up your journey, if you please; I wish to go with you?—It is where the train would take me.

614. Where would the train take you; would it take you to Maiden Newton?—It would take me to Paddington, that is all I expect; and when I got there I should know what to do with myself, but I do not know which way they would take me.

615. Supposing you wanted to go to Paddington from Ottery, can you get there without going to Exeter?—I do not know what right I have to go to Exeter when it is 9 or 10 miles from Exeter, and that is to the west.

616. Having arrived at Ottery, would not you like a system of lines which should take you to London without going at all to the west?—I cannot commit myself to answer a question of that kind; it would very much depend upon the engineering line which they would give me; all I desire to do is to leave my house and to get to Paddington as quickly as I can; now I have two hours and a half going away from the object and then beginning my journey.

617. A system of railways which takes you to the west when you want to go to the east will not suit you?—No.

618. Are you aware, that with this system, when carried out, that is what you will have to do?—I do not understand you.

619. You would not have given evidence in favour of this Bill if you had understood that?—You are enlightening my mind; you are asking me to give an opinion upon that which you seem much better acquainted with than myself; I do not think that is fair. The evidence which I wish to give to the Committee is as regards Sidmouth itself; being a resident there, and knowing the wants of Sidmouth, I conceive that any line of railway which will give us accommodation different to that which we possess now, must be a very great advantage; that has always been my opinion. In the years 1847 and 1848 I took a leading part in the matter.

620. Your object is, in going from Sidmouth to London, to make the journey

in as direct a line as possible?—I think you wish to commit me to something by putting it in that form.

621. I am aware that I am addressing a gentleman who has taken a very active part in this matter; do you wish to get from Sidmouth to London by the most direct communication, or do you not?—I have not considered the subject so deeply as you have; that seems perfectly clear; I cannot answer; I have no hesitation in the part I have given evidence about, because I have given it the greatest consideration for the last 10 years, and have felt that every year we are without this accommodation, the property in Sidmouth depreciates in every way. As regards our agricultural interests, we find the greatest difficulty in order to get the things we require; they are all brought from Exeter; that is the depôt where everything is concentrated, and we are obliged to send our wagons for them, or have them by carriers, at a great inconvenience and a very large expense.

622. What is the present population of Sidmouth, independently of visitors?—About 4,000.

623. You say that house property has diminished to the extent of 25 per cent., so that I suppose the number of visitors is not very great?—There are fewer every year.

624. Where do they go instead of going to Sidmouth?—They go to Torquay and Exmouth, because there they can go by railway.

625. What railway is there goes to Exmouth?—It is the South Devon Railway.

626. Is there any railway to Exmouth at all?—Yes; you go to Exeter, and I think there is a line from Exeter to Exmouth.

627. I think you are mistaken?—Then there is to Torquay.

628. They go to Torquay, not from any preference of Torquay to Sidmouth, but because there is a railway there, and not to Sidmouth?—I think that is the real reason.

629. There is no question as to preferring Torquay, as being a warmer place than Sidmouth?—There is a difference of opinion about that; I think you have not visited either of those localities.

630. Is not Torquay a place which is recommended on account of its warmth?—It is recommended from a fashion; I remember when Sidmouth was just in the same position that Torquay is now.

631. As Belgravia is now recommended, whereas Lincoln's-Inn-Fields used to be a hundred years ago?—I cannot remember that.

Cross-examined by Mr. *Alexander*.

632. I think you supported the line from Exeter to Yeovil when it was before Parliament?—Let me know the line you allude to.

633. Just what I say, from Exeter to Yeovil, in connexion with the Great Western?—I did.

634. And you gave evidence in its support?—I do not know that; I was called to give evidence.

635. It was as a witness on that occasion I had the pleasure of examining you; do you also remember the line from Hungerford to Westbury?—No.

636. The Berks and Hants Extension was its name?—I do not remember it.

637. Do you know, as you have taken an interest in that part of the country, when those Acts were obtained?—Do you mean the South-Western line?

638. No; I have been first drawing your attention to the lines upon which you have given evidence; do you now know that the Berks and Hants Extension, from Hungerford to Westbury, was obtained on the part of the Great Western Company?—Yes.

639. Do you know when it was obtained?—I do not.

640. Were you examined as a witness upon that line?—No.

641. Do you know when the question of the line between Yeovil and Exeter, which you supported, was before Parliament?—Yes.

642. The Great Western were unsuccessful upon that occasion, and the lines from Salisbury *viâ* Yeovil to Exeter were granted to the South-Western Company?—Yes.

643. The South-Western Company have not completed any portion of those two lines?—They have not.

644. Can you tell me whether the Great Western have completed any portion of the line between Hungerford and Frome and Westbury?—I cannot tell you, indeed.

[The Witness withdrew.

Mr.

Mr. *Edwin Nicholets*, Examined by Mr. *Denison*.

Mr. *E. Nichole*

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645. ARE you Clerk to the Commissioners of Bridport Harbour?—I am.

646. I think you have been so for about thirty years?—Yes.

647. You can tell us what is the registered tonnage of vessels going into the harbour and sailing from it in the last year?—I have it on paper, taken from the books: 37,676.

648. That is the tonnage of those vessels?—The laden vessels.

649. Besides a great number which went out in ballast?—Yes, 168; that is the number of ships which sailed in ballast.

650. Some few years ago, I believe, you had occasion to ascertain the descriptions and quantities of merchandise and goods imported and exported in the course of a year?—I had.

651. By the *Committee.*] Was the 37,676 the tonnage of vessels entered inwards and sailed outwards?—Yes, including both.

652. Mr. *Denison.*] I was asking you to give a table of the merchandise and goods imported and exported in the course of a year lately, when you had occasion to take out those figures?—It was in the year ending August 1844; here is the account.

653. Is it summed up at the end?—No, each particular article has the number totted up.

654. Read a few articles?—Coals, 9,058 tons; culm, 2,842 tons; total, 11,900 tons: tow, 223½ tons; flax, 2,234; hemp, 974 tons; butter, 4,445 firkins; 3,689 cheeses; deals, 8,699; apples, 3,428 bushels; 15,995 bolts of canvas.

655. I suppose, since 1844, when you had to make out that table, the trade has not diminished?—I infer that it has not diminished.

656. The harbour dues have increased since then?—They have not increased much; they have not diminished.

657. What are they now?—They average for the last three years about 1,800 *l.*

658. From other calculations which you have made, can you give the Committee an idea of what the capital employed in the trade of the town is?—The trade of the town is that which is connected with hemp and flax; you mean the trade generally, I suppose; groceries and linen drapery?

659. Yes?—I should say, from conversations I have had with various merchants, and from my own knowledge of the capital required in particular businesses, it may amount to about 400,000 *l.*

660. I think you can tell us with more certainty what is the amount paid by merchants and manufacturers and tradesmen there for the freight and the carriage of goods?—I can tell you, relating to the year 1844; it was then about 7,000 *l.*

661. That was the amount paid by them for carriage?—Yes, I ascertained that.

662. By the *Committee.*] What do you mean by carriage?—The carriage of goods which they receive; the freight from London; that was the result of personal inquiry.

663. Mr. *Denison.*] I think you can tell us also the quantity of coals and culm imported in the course of last year?—In the year ending April 1844 it was 11,900 tons; in the year ending 30 April 1853 it was 12,878 tons, being an excess nearly of 1,000 tons over the former year.

664. In vessels built at Bridport?—Yes.

665. Of what size?—From 250 tons to 600 tons. Now there is one on the stocks, nearly ready to launch, of about 1,000 tons; that is an unusual size.

666. Under those circumstances, one need hardly ask you whether it is important for the trade of Bridport that they should have communication by railway inland?—We consider that very important.

667. Looking at that particular direction in which this line is offered to you, do you think it is the best direction you could have?—I think so; that is a matter of opinion; I will tell you why I think so, if you wish it. I think it important to the merchants and manufacturers of Bridport to have as direct communication as possible to Bristol and to Liverpool; the manufacturers' goods are sent to a great extent from Bridport to Liverpool for export to the United States, and other parts.

668. Comparing it with the advantage of a narrow gauge railway, if you had one offered to you from Bridport to Southampton, which should you prefer?—I should prefer that which I am speaking of; it would not give us direct communication

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munication to the north; particularly the populous parts of Somersetshire, where the machinery is used to such a great extent for converting our raw material into manufactured goods.

669. It would leave you on the coast, instead of giving you communication inland?—Yes.

670. Have you occasion to go to Exeter, or to send goods there?—The manufacturers have to a great extent, and thence down to the various fishing ports on both sides.

671. To the west of Exeter?—To the west of Exeter on both sides; the Bristol Channel, and the other.

672. I suppose you are not anxious for a break of gauge at Exeter?—I apprehend they are not; it is a matter which does not interest me particularly.

673. Speaking for the town, you do not think they are anxious for a break of gauge at Exeter?—I should think not.

674. Did I understand you to say, that places inland in Somersetshire were important to you or rather to the trade of Bridport?—There are a number of manufactories for spinning yarn, and so on, in the neighbourhood of Ilminster, Chard, Crewkerne and Yeovil. Those manufacturers' mills are supplied by flax imported at Bridport Harbour.

675. Where do you get your coal from?—We get coals from Sunderland.

676. As they do at Sidmouth?—Yes.

677. I suppose the remarks you heard respecting Sidmouth as to the importation of coal and sending it inland, would apply to Bridport?—It is very important to us to send our Sunderland coal into the interior; I think we should send as far as Yeovil.

678. There I suppose you would meet the Welsh coal?—Yes, but the Welsh coal would not compete with it for domestic purposes.

679. That is chiefly steam coal?—Where great heat is required for manufacturing purposes.

680. House coal you would send inland, that coal being Sunderland coal?—Yes.

Cross-examined by Mr. *Alexander.*

681. I know you are well acquainted with Bridport, and speak with authority as to these imports and exports; can you tell the Committee when it was that the Great Western Company obtained their line from Bridport to Maiden Newton?—I think that was in the years 1844 and 1845.

682. How many trains run from Bridport daily between those two points now?—None; there is no line.

683. Is that so?—Yes.

684. From 1845 to the present time?—Yes.

685. Do you remember the capital that was set apart for the construction of that line?—I do not.

686. You do not remember the amount?—No.

687. It has been fructifying ever since, I suppose?—I do not know anything about it.

688. You were engaged in some of the railway contests, were not you, at that time?—I have never been in a railway committee-room before to-day.

689. Were not you employed in getting up an account of the traffic at that time?—I obtained some returns.

690. You have been speaking of the important communication between Bridport and Yeovil; if that line had been made from Bridport to Maiden Newton, and the Wilts, Somerset, and Weymouth had been made by Yeovil to Maiden Newton, you would have had that communication at present?—No doubt, and a most beneficial communication to us it would have been.

691. By the system then sanctioned?—No doubt.

692. Is there nothing at all done on the line between Bridport and Maiden Newton?—Do you mean under this scheme?

693. Under the Act of 1845?—I have not been there some time, but I recollect seeing the line marked out.

694. Has there been any sod turned?—There was a trench formed.

695. Literally then, a sod was turned; has there been anything done on it practically?—No.

Cross-examined by Mr. *Calvert*.

696. A great quantity of hemp is imported into Bridport, is there not?—Yes.

697. Does that chiefly come from Russia?—I believe it does; it comes from the Baltic.

698. To the port of London and then to Bridport?—To a great extent, directly to Bridport.

699. Does any part of it come to London first?—I believe it does; I believe some part of it does.

700. If you can get a good railway communication carried on, I suppose some of the Russian merchants would then send a large portion of the goods for Bridport by way of London?—I do not know whether he would or not; the people of Bridport are such large consumers, that it answers their purpose to have distinct vessels direct from the Baltic.

701. Do you know whether that is the case, whether they are such large consumers as to make it worth the while of vessels to come to Bridport, or whether they come there because there is not a good railway communication between London and Bridport?—I know it does answer their purpose to have whole cargoes; perhaps one particular manufacturer will have a whole cargo.

702. When you have manufactured your goods, I believe you send a large quantity of them to Southampton, do not you?—Not so much as to the west.

703. Be so good as to answer my question; do you send a large quantity to Southampton?—They send some, I do not know whether it is a large quantity; I am not connected with the trade of the town.

704. You know all about the trade to the west?—It is my business.

705. Who told you to collect these materials?—I collected them for the information of the projectors of the railway.

706. Who gave you the direction to collect that information?—I keep the books.

707. Who directed you to collect the information?—I do not know who directed me, personally.

708. When was it?—In 1844.

709. Did you inquire how much goods went to the east?—No.

710. Why not?—I had no occasion to do so; I had been told by the manufacturers that they sent a larger quantity to the west than to the east.

711. What made you inquire as to goods going to the west, when you did not inquire as to goods going to the east?—I said in my examination to-day, that I believed a greater quantity of goods go to the west than to the east, but I believe a great proportion of goods go to the north, to Liverpool and Bristol, and that renders this railway so very desirable for us.

712. Have you made any inquiry as to goods going to the east or not?—No.

713. Why not?—My conversation has been with different manufacturers, and I have learned from them, that more goods go to the west than to the east.

714. You have not made any inquiry as to what goods go to the east?—No.

715. Whether goods go to Kent, you do not know?—Some do, I dare say.

716. How would those goods go?—They would go to Dorchester, and by the Southampton line.

717. They must first go to the Bridport junction?—Yes.

718. Then they must wait for a train coming from Exeter to the Bridport junction?—I do not know; a train may be there when they come.

719. They must join the train some how or other?—Yes.

720. When they get to Maiden Newton what will happen?—I cannot possibly say.

721. You have not considered?—I do not know what their arrangements will be.

722. When they come to Dorchester what will happen?—If they get on the other line there will be a break of gauge there.

723. And so having got upon that line, they will go without a further break of gauge into Kent?—I do not know.

724. You know nothing about the lines to the east of Dorchester?—Yes, I do; I am obliged to travel on them.

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725. Cannot you answer the question?—I have never gone beyond Southampton in the direction of Kent.

726. There is no break of gauge between Dorchester and London, you know that?—There are none; but there are equally objectionable things; you are obliged frequently to wait at a siding till the train comes up; you are kept for a considerable time there.

727. Supposing this line is made, how shall you get from Bridport to London?—I might go either way.

728. Is the line made from Maiden Newton to Frome?—It is in progress.

729. Can you get there at present?—No.

730. How long has it been in progress?—I do not know; I have seen the works in progress.

731. For how long?—I have seen it several times.

732. Has not it been going on ever since the year 1846?—I do not know whether there has been any continuous work upon it during that time.

733. Have you seen any people at work upon it during the last two years?—Yes.

734. Between Maiden Newton and Frome?—No; I have seen parties working between Dorchester and Weymouth.

735. Will the working of men between Dorchester and Weymouth help you on your way between Bridport and London?—No.

736. I am asking you how you will get to London supposing this line is made?—Till this line is made I shall go from Dorchester to Southampton; when this line is made it does not follow that I shall pursue that course; I shall then probably prefer going to Chippenham.

737. You mentioned the traffic to Liverpool; will you tell me the tonnage between Bridport and Liverpool?—Do you mean the quantity of goods sent to Liverpool from Bridport?

738. Yes?—I cannot tell you that.

739. Would you undertake to say there are 100 tons?—I will not undertake to say any particular quantity; I know frequently Bridport manufacturers come to me to verify certificates as to goods going through Liverpool for export; and I know, from conversations I have had with merchants, that they do send a large quantity to Liverpool.

740. What the quantity is you do not know?—No.

741. Would it not be very important for those goods to have a communication without a break of gauge?—I suppose so; a break of gauge is always objectionable.

742. Supposing you have a break of gauge at Bridport, shall you be able to avoid a break of gauge in taking your goods from Bridport to Liverpool?—I do not know where the break of gauge may occur; I have never been to Liverpool.

743. I suppose you have a great deal of information upon a great many places which you have never been to?—I do not see that it would be necessary for me to inquire how many breaks of gauge there are between Liverpool and Bridport; it has never occurred to me to inquire.

744. You thought it had nothing to do with the inquiry to-day?—Certainly not.

745. What is the freight between Bridport and London by sea?—I do not know.

746. Are there regular vessels plying between London and Bridport?—Yes.

747. How many?—I do not know how many there are now; there used to be seven or eight, or 10.

748. How often do they ply?—Perhaps every 10 days.

749. One every 10 days?—I do not know; they are irregular in their arrival; of course it depends upon natural causes how soon they arrive.

750. It is not a very good way of sending your goods by sea to London, is it?—I do not know.

751. Do not you know that if those vessels ply irregularly they are a bad means of communication?—I have received goods by them, and many merchants have done so.

752. Is not the irregularity a very great objection in the communication between such places as Bridport and London?—No doubt of it.

753. You would wish for a more regular communication by railway?—Dispatch and punctuality are important to the trade.

754. You

754. You would wish, therefore, for a more regular communication, by means of a railway?—I should wish for the most convenient means of communication, unquestionably.

755. And without a break of gauge?—Yes, and without any sidings, so as to stop till another train comes by.

756. And as direct as possible?—I do not know what you mean by direct; do you mean direct in point of line in distance or time? I call the most direct line that which saves the most time.

757. How much time would be saved as between Dorchester and London; for example, supposing that other line were carried out?—The distance, I apprehend, in mileage, would be in favour of the Dorchester line; I have heard that the distance in time would be in favour of the other line.

758. That is as to a line never yet made, and never yet worked?—When it comes, which I hope it will.

759. Bridport is in Dorsetshire, we know; is there much communication between Dorchester and Bridport?—Do you mean by travellers or for traffic?

760. For both?—Not much traffic, I believe.

761. Dorchester is the county town?—Yes; we go to Dorchester to take the train sometimes.

762. For the county business, I suppose?—Yes, occasionally.

763. Supposing this line were carried out, would there not be two shiftings of carriage between Bridport and Dorchester?—I do not see the necessity for any shift.

764. Do you think the train which you get into at Bridport will go to Dorchester without stopping?—Yes, I think it might be so arranged.

765. And you think that separate trains will be arranged for the purpose of conveying the traffic from one town to another?—I think it is practicable.

766. Of course the less traffic the less desirable it will be; is that the reason you would give?—I really do not know; you must form your own judgment upon the matter.

767. There is very little traffic between Bridport and Dorchester?—There is very little passage of goods between Bridport and Dorchester.

768. And persons?—Persons go there; we go on business to Dorchester, and we take the train there.

769. Supposing you had the choice of a line between Exeter and Dorchester, which should pass through Bridport, and a line going as this does, putting it upon a branch, which should you prefer?—I should prefer a line passing through Bridport, but I infinitely prefer this line to no line, and I do not think that there is any chance of our getting any other.

770. That is the principle upon which you have come here to support this line?—I think it is a very excellent line, and will be exceedingly useful, and we shall be perfectly satisfied with it when it is carried out.

771. Whether you will have a change of carriage between Bridport and Dorchester, you do not know?—I do not admit that there will be.

Re-examined by Mr. *Denison*.

772. My learned friend asked you some questions about the hemp which is manufactured at Bridport; is it made into fishing nets?—It is made into various things.

773. Fishing nets amongst them?—Yes.

774. I suppose those fishing nets are for places to the west of Exeter, in Cornwall, where the fishings are?—Yes.

775. How are those fishing nets now sent to those places?—I believe they are sent by small vessels from Bridport harbour.

776. The hemp is imported at Bridport, made into nets, and then sent on by other vessels?—I believe so.

777. I suppose if the railway were made, the nets would also be sent by railway?—Yes.

778. A word as to those figures; my learned friend does not understand; they are the actual figures taken from the harbour books, are not they?—Taken in 1844.

779. There is no doubt about them?—Not the slightest.

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780. From your communication with people at Bridport, I understand you to say that their trade to the west and north is far greater than the trade to the east? Certainly.

781. But you do not profess to have given in any figures about the trade, even to the west?—Not at all.

782. That you give from your communication with people in the town; the figures in that paper you give from your own books?—Yes, and that evidence of mine as to the traffic to the west and to the east agrees with Mr. Mitchell's evidence.

783. You seem to have had some experience of the line to Dorchester from Southampton, and you are not fond of it?—I am obliged to travel on it.

784. And I think you are obliged to waste time on it?—Yes, at the sidings.

785. In consequence of its being a single line?—Yes; I have waited there a very considerable time.

786. What would be the difference of mileage between Bridport by that line, and Bridport by this line, in connexion with the line from Maiden Newton to Frome; you probably know that it is only a few miles?—I have heard it is four or five miles.

787. Taking that difference of distance on one hand, and taking into account the line between Dorchester and Southampton, being a single line, have you any doubt which way you will get to London quickest?—By Chippenham; I have often taken the coach to Taunton, and taken the Great Western in preference to going to Dorchester.

788. How far had you to go by that coach to Taunton?—Thirty-three miles; but as I said before, I am obliged to go on the Dorchester line by the direction of the Treasury; I travel as the treasurer of the county courts.

789. It is there that you have this unpleasant experience of a single line?—Yes; I have no reason to complain of the accommodation otherwise; the people are obliging and attentive, and so on.

790. That is the necessary effect of a single line, I presume?—Yes, it appears to me quite as objectionable as a break of gauge, as far as one's personal comfort is concerned.

791. Suppose you came from Liverpool to Southampton, there is a break of gauge at Bristol or Gloucester; you do not wish to add to it at Maiden Newton or anywhere else?—Certainly not.

[The Witness withdrew.

Mr. *John Francis Hodges*, Examined by Mr. *Carpenter Rowe*.

792. HAVE you lived for many years at Weymouth and Dorchester?—I have.

793. I believe you are now carrying on business as a wine-merchant, at both those places?—Yes.

794. And your actual residence is at Dorchester?—It is.

795. Has your attention been called much to the question of railway communication from Dorchester westward?—It has.

796. Do you know that district well, in consequence in of the inquiries which you have made into the matter?—I have considerable knowledge of the district between Dorchester and Bridport; and some between Bridport and Exeter, but not so great.

797. Do you find that there is a very general complaint there, that they have been cut off from railway communication for years?—Yes, there is.

798. And they are most anxious to have no more delay?—There is a great desire for railway communication in that direction.

799. And that it should not be postponed?—Certainly.

800. Have you practically and personally reason to know the difficulties which have intervened in getting railway communication in that district?—Yes, I have.

801. Were you ever concerned yourself in promoting or attempting to promote a line there?—Yes, I was on the provisional committee for the coast line, at the close of the year 1851 and 1852.

802. What was called the coast line?—Yes, on the narrow gauge.

803. Did that line meet with much local support?—No; there was a great wish on the part of everybody in the neighbonrhood through which the line passed;

passed; still the local support, as expressed by the subscription to the necessary capital for making it, was exceedingly small.

804. That being so, local support in a pecuniary sense being wanted, did you find it necessary to apply for assistance to the South-Western Company?—We did.

805. We have heard that they are the proprietors of a railway which came down to Dorchester?—They are.

806. On applying to them for pecuniary assistance, what was the result?—It was obvious to us, that without the assistance of a large railway company there would be no hope whatever of establishing this scheme, and the result of all our communications with the South-Western Board were exceedingly discouraging; we got no support whatever in any shape.

807. Had you any interviews with them?—There were several; I was only present at one myself.

808. Did they hold out to you any hope or not?—There were gentlemen on the provisional committee, of which I was one, who were connected with the South-Western Company, and I had great confidence in their sincerity as to the co-operation they would give to making that line, but that feeling was not participated in by any of the South-Western Board, I believe. Our expectation was, that we should obtain some co-operation in some shape, but it wholly failed; we had no co-operation, but, on the contrary, we had great discouragement.

809. Eventually it came to nothing, I believe?—It did; it failed on Standing Orders, but there was deficiency of capital which would have been equally fatal if we had gone on.

810. After such an effort made in that country, do you think it exceedingly important to get a practical present good if you can get it?—Yes, I do.

811. Do you think if this railway which is now proposed should be postponed, it will be long before the district will get another?—I think it is our best opportunity for getting a line made in this direction; I have very little hope of a line being made if this is not.

812. That being so, has your attention been called to the mode in which this line is laid out, starting from Maiden Newton, and joining the Bristol and Exeter at Stoke Cannon?—Yes.

813. Do you think it an important thing, regard being had to the communication westward, that you should have no break of gauge at Exeter?—I think it would be very desirable not to have a break of gauge at Exeter, because of the westward traffic from Dorchester thence.

814. Having considered the question of railway communication much, where do you say that it would be most convenient the break of gauge should be, if there is to be one?—I should say at Dorchester, for this reason: the town of Dorchester is small, and it is belted by a very large tract of open country, unenclosed land; there are no residences or buildings of any sort upon it; that spot would clearly be a very favourable one for a break of gauge upon that account.

815. In point of fact, is the terminus of the present Dorchester Railway not in open fields?—It is, and the proposed junction of the scheme now under consideration would be exceedingly near it, and I believe on the same level.

816. You anticipate no difficulty as compared with a break of gauge in a populous neighbourhood, of a great town like Exeter?—I should imagine it would be infinitely less.

817. Are there any other local reasons which influence your judgment upon that matter with regard to the trade?—No; but there is another point which may bear upon it, which is this: the nature of the coast in the direction of Weymouth. If the south coast is examined from, say St. Alban's Head, it is evident that as regards our national defences, which are to become a topic of discussion, in preference to this line the vulnerable point of the coast is at Weymouth and Portland; the consequence of that would be, that any concentration of our troops or materiel, in reference to meeting an expected invasion, would be at Dorchester, with a break of gauge with very great facility. In fact, the depôt existed 40 years ago, between Dorchester and Weymouth, where 40,000 troops were concentrated, arising out of that anticipation. The result would be, that any concentration of troops or materiel would be landed at Dorchester with very great facility.

818. That being a central point, you would communicate by either gauge to the west or to the east?—Yes.

819. When those lines are completed, the Wilts, Somerset and Weymouth would

would also communicate with the Bristol Channel and with South Wales?—Yes.

820. In the course of your railway inquiries in this country, you have turned your attention to this matter?—I have a little, at different times.

821. Is it a fact that very considerable works are now going on at the Isle of Portland?—There are.

822. The Isle of Portland is upon the peninsula, beyond Weymouth?—Yes.

823. Are there large establishments there?—There are.

824. Do you know whether there is a large convict establishment?—Yes, and fortifications are being constructed there, and a breakwater; it is a very important Government work.

825. It is openly given out by the Government, that it is to become a great depôt?—It is to become no doubt a great place of assemblage and protection for vessels of war as well as merchantmen.

826. Do you happen to know, that if not the nearest, it is one of the nearest points of the English coast to Cherbourg?—I believe it is the nearest.

827. Do those facts which I have suggested to you, also lead you to the conclusion, that if the gauge is to be broken, Dorchester is about the best point?—I should say so.

828. Further than that, is not it the fact that a double gauge has been conceded by Parliament from Dorchester to Weymouth?—I believe it has.

829. This line you see goes off at Maiden Newton; the line which you had to deal with, called the coast line, went nearer to Bridport, did not it?—It would be more direct from Dorchester to Bridport than the present line.

830. Then it passed on very near the sea; nearer than this line does?—It went nearer the coast after you leave Bridport, and after Axminster it was pretty nearly the same course as the present line.

831. It fell into the course of this line somewhere about Axminster?—Yes.

832. In point of fact, along the Dorset coast, it was much more exposed to attack from the water than this line, was not it?—It was nearer the coast.

833. By the *Committee.*] How is the carpet trade at Axminster; is not that a famous place for carpets?—It was so, but the carpet trade there now is very small.

834. Mr. *C. Rowe.*] Those were your communications, as you have stated, with the South-Western in connexion with some line which you then promoted; has anything occurred on the part of that company since, which has altered your opinion at all as to the probability of getting any assistance from them?—Nothing at all; I do not know whether I should except the meetings which have taken place lately; there has been a meeting held of the South-Western proprietors lately, in which they state that they intend to promote that line next year; I must be allowed to express great mistrust of whether that intention will ever be realised.

835. Judging from past experience?—Judging from past experience.

836. Do you know whether your neighbours join in that feeling of mistrust?—I cannot answer for any but those whom I may have consulted on the subject; I believe there are many in my town who think as I do.

837. You have been abandoned once, and you may be again?—Yes.

Cross-examined by Mr. *Calvert.*

838. I suppose you judge of railway companies as you do of individuals, by what they actually do, do not you?—Yes, chiefly.

839. The Great Western Company, in 1845, obtained a line called the Wilts, Somerset, and Weymouth?—Yes.

840. Have they ever completed it?—It is not completed; at least, not entirely completed.

841. The South-Western got a line from Dorchester to Southampton; have they completed it?—Yes.

842. For how many years past has it been completed?—I have not in my recollection the year when it was opened; I think it was the year 1847 or 1848.

843. They obtained the Act in 1845, and it was opened in 1847?—I will not speak to the dates.

844. Judging of those two companies by their Acts, which is to be the more mistrusted of the two?—With regard to the passing of a coast scheme, do you mean?

845. Judging

845. Judging of those two companies by their Acts, with respect to the accommodation of Dorchester, which is the more to be trusted of the two?—I should say, as to all railway projects, I should mistrust to a certain extent all companies who do not carry out ——

846. Judging of those two companies by their acts, with respect to the accommodation of Dorchester, which is the more to be trusted of the two?—It is an invidious thing to say that you mistrust one company rather than another; I think a certain amount of mistrust might be applied to both.

847. You had no scruple to express a distrust of the South-Western Company just now; how comes it that you do not like to express your distrust of the Great Western Company?—Because the Great Western Company have obtained power to make the Wilts, Somerset, and Weymouth.

848. And have not carried it out?—They have carried out a considerable portion of it, and the remaining portion is in a very forward state of completion; I believe the whole of it will be carried out or completed in 1854.

849. How many years have they been about it?—They obtained the Act in 1846.

850. They having postponed the fulfilment of their promise for a period of seven years, you are still satisfied to trust them rather than another company which fulfilled their promise completely within two years; is that what you mean?—I mean that the mistrust that I entertain of the project favoured now by the Great Western Company, is not so great as my mistrust of the South-Western Company promoting a similar scheme next year.

851. Is not it the case, that what you stated just now, that you trusted companies according to their acts, was incorrect?—No, I do not think it was.

852. You think you are judging them by their acts, when you express more distrust of the South-Western than the Great Western?—The South-Western Company obtained Parliamentary powers for other schemes, and never made them; they obtained power to make a line from a place called Morton to Weymouth; they have never done that, nor put a spade into the ground towards it.

853. Is not it the only company which has ever afforded you at Dorchester railway communication at all?—I have no hesitation in saying that we are very thankful for the line from Dorchester to Southampton.

854. And you return your thanks by expressing a mistrust of them?—I am mistrustful of their going westward.

855. You are a military man?—No.

856. How do you suppose that the military stores will come to Dorchester here; by railway or by sea?—I alluded to Weymouth as a vulnerable point in regard to coast defences.

857. Do you think the stores will come from Woolwich to Weymouth by sea or by land?—I think they would be likely to go by land from Portsmouth.

858. I suppose from Portsmouth the stores would go if necessary to Exeter?—I am not aware; it appears to me that the stores might be drawn both westward and eastward; at Plymouth there is a great depôt in the west.

859. Not only drawn but sent?—Sent, probably.

860. Supposing stores were sent from Portsmouth to Exeter, would not it be of great importance that they should be sent without any break of gauge?—A break of gauge is undoubtedly inconvenient.

861. Is not it of great importance to form the whole of the communication along the south coast without a break of gauge?—I have no doubt it might be preferable for some purposes.

862. You say that a small town is a good place for a break of gauge; supposing you allow a break of gauge at a large town, will not the number of persons leaving the railway be much greater than the number of persons leaving the railway at a small town?—I should imagine so.

863. Will not the quantity of goods to be left at a large town be greater than the quantity of goods to be left at a small town?—In reference to the population it would be so, of course.

864. Will not the through communication of a small town be much greater than the through communication of a large town in comparison?—In comparison.

865. Does not that make it out that a break of gauge would give rise to less inconvenience at a large town than a small one?—That would depend upon the locality immediately surrounding.

866. Does not it depend upon the quantity of the goods that would be left at one

Mr. *J. F. Hodges.*

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one place as compared with the quantity of goods which would be left at another?—Yes.

867. Therefore, the larger the town, the less the inconvenience; is not that so?—I do not think that follows.

868. You took part in the railway of 1851?—I did.

869. Did you ever take part in any other railway?—I did not by subscription.

870. You said that there were very few local subscriptions in 1851 to the narrow gauge line; did you ever hear of any large local subscription in that district to the broad gauge line?—I am not able to say, not having had experience in it.

871. You never heard of it?—I never heard of it.

872. I suppose when you promoted this line in 1851 you approved of the scheme?—I did.

873. You thought it a good thing to continue the Southampton and Dorchester line on to Exeter?—I was very anxious for westward communication, as most people in our town are; we were very glad to get the line.

874. No doubt they were anxious to avoid any inconvenience of break of gauge at Dorchester?—That certainly had its weight; but, in reference to that, I should state that it involved a break of gauge at Exeter for the traffic between Dorchester and the west of Exeter.

875. What traffic is there in goods between Dorchester and the west of Exeter?—The largest is the article of flour.

876. What quantity of flour passes between Dorchester and any place west of Exeter?—There are several large mills in the neighbourhood of Dorchester, and the quantity of flour sent to the west is considerable, but it is chiefly sent by vessels.

877. What would be the comparative expense of sending by railway and by vessel?—I am not prepared to say, but in the winter months I should think it likely that railway communication would be preferable.

878. You have not yet inquired about the expense?—I have not gone into the figures.

879. Of course the expense would be a material point of consideration?—Yes, and the time.

880. You have not made any inquiry about the tolls to be taken by this Bill?—No, I have not.

Cross-examined by Mr. *Forsyth.*

881. You tell my learned friend that you judge of railway companies by their acts; by what they actually do?—I have said so.

882. That is to say, I presume, you wish to judge them by their actions, and not by their professions?—Certainly.

883. A railway company which has promised to make a number of miles of railway, and obtained powers to do so, and should not make them, you would be inclined to mistrust?—I should.

884. You told my learned friend that you mistrusted the South-Western Railway Company more than the Great Western Railway Company?—I did.

885. Is that because you believe that the South-Western Railway Company have had power to make a greater number of miles, which they have not executed, than the Great Western Railway Company?—I am not prepared to estimate it by the mileage which the one may have projected or the other.

886. If you tell my learned friend that you distrust the South-Western Railway Company more than the Great Western Railway Company, it has reference, I presume, to the fact of their not having fulfilled their promises?—Yes.

887. And also in connexion with their discouragement of a line in this direction when there was a country giving it support?—Yes.

888. Supposing there are two companies, A. and B., and A. has promised to make 500 miles, and only made 100 miles, and B. has promised to make 300, and made 200, which of the two would you distrust most?—I should not be guided by the mileage.

889. I thought you told the Committee that you judged of companies by comparing what they had done with what they had promised to do?—I should judge of their conduct in reference to that.

890. What should you say in reference to a company which had frequently come to Parliament and obtained powers to make certain lines, and had not made one of them?—I should be mistrustful of them.

891. Can you tell the Committee how many miles the Great Western Company have been empowered to make, which they have not made?—I am not able to say. Mr. *J. F. Hodges* 17 June 1853.

Re-examined by Mr. *Carpenter Rowe.*

892. You know that this railway is promoted jointly by the Great Western Railway Company and the Bristol and Exeter Railway Company?—Yes.

893. Do you also know that the law puts them, if this Committee should be pleased to grant this Bill, under recognizances for their good behaviour, that they would be obliged to make it?—Yes, I am aware of that, which increases my confidence in the present scheme being carried out.

894. The whole of their dividend is compromised if they do not make it?—Yes.

895. You consider that pretty good bail?—Yes; we consider this the only chance of getting a line.

896. Has that influenced the minds of yourself and your friends in this matter?—Yes.

897. Here they are with a Bill, and under recognizances to make the line if they get power to do so?—Yes.

898. Do you suppose that the Government would ever send stores from Portsmouth to Exeter by rail when they can send them from Plymouth to Exeter by rail?—That is a point which I ought not to give an opinion about, probably; I am not a military man.

[The Witness withdrew.

[Adjourned to Monday next, at Twelve o'clock.

Lunæ, 20° die Junii, 1853.

WILLIAM BECKETT, Esq., in th Chair.

Charles Alexander Saunders, Esq., Examined by Mr. Serjeant *Kinglake.*

899. WE know that you are Secretary of the Great Western Railway Company?—I am. *C. A. Saunders* Esq. 20 June 1853.

900. I am about to direct your attention to the line of the Wilts, Somerset, and Weymouth Railway; I believe you are aware of the circumstances under which that Bill was promoted and the Act obtained?—Yes; I was cognizant of all that related to the Bill, and I know pretty well all that was done under it after it passed.

901. The Act passed in 1845, I believe?—It did.

902. Was it, in point of fact, originally formed by a local board, having united with it a part of the board of the Great Western Company?—Yes; there were a certain number of local directors who were the parties to carry it out in connexion with some of the Great Western directors.

903. Will you describe to the Committee the course of the line, that they may understand it?—The main line of railway passed from Thingley, near Chippenham, by Yeovil to Weymouth, and from that line there were branches; one was a branch to Devizes, another a branch to Salisbury; another a branch to Bradford; another to Radstock; another to Sherborne; and another to Bridport; that constituted the scheme.

904. That constituted the original scheme of the Wilts, Somerset, and Weymouth Railway?—Yes, that was the plan of the Wilts, Somerset, and Weymouth Railway.

905. The main object being to give a communication from Weymouth, joining the Great Western Railway near Chippenham, with certain ancillary branches out of it?—It was to comprise the whole district in a north and south line, with certain other advantages towards the east.

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906. The company having been incorporated in the year 1845, will you explain to the Committee what steps were taken by your company in reference to the formation of the line; what did they do?—Immediately after the Bill received the Royal Assent they set to work to make the line throughout; they bought land upon all parts of the line, and they entered into contracts for the works generally for almost every portion of the line, with some exceptions.

907. Contracts for works?—Yes; they called upon their shareholders, and spent a great deal of money in the years 1846 and 1847.

908. By the *Committee.*] Did they buy this land in 1846?—Yes, in 1846 and 1847 it was bought.

909. Mr. Serjeant *Kinglake.*] You say you contracted for the works generally over the line?—Yes.

910. I believe there was an exception of one part between Frome and Bruton?—The line from Frome to Bruton was considered susceptible of great improvement; when it was before Parliament there were difficulties in getting the best line between Frome and Bruton, and Mr. Brunel represented what those difficulties were to the directors, and they thought it expedient to come to Parliament for a subsequent deviation of that line; they sought the consent of the Duke of Somerset, and some other parties, to alter the line, and they obtained that consent in 1847; but of course they could not begin any part of the line between Frome and Bruton till they had ascertained the result of an application to Parliament.

911. That was called the deviation line between Frome and Bruton; that Act was obtained in 1847, I believe?—Yes; there were several minor deviations at various points of the line, improvements and alterations, which were obtained in 1846; but the Frome and Bruton deviation was only obtained in 1847.

912. Were the affairs of that company at that time managed by a local board of directors, assisted by some of the Great Western board?—There were three directors of the Great Western with nine local directors; if I remember rightly that was the construction of the board. The local directors carried on the business, and the Great Western directors attended occasionally at their boards, and rendered them any assistance.

913. Can you tell the Committee what amount the Great Western Railway Company subscribed towards that undertaking?—We subscribed 545,000 *l.*

914. By the *Committee.*] To the whole scheme which you have described?—The whole I have described.

915. Mr. Serjeant *Kinglake.*] What was the capital of the company?—The capital of the company was 1,500,000 *l.*; the borrowing powers were one-third in addition, which is 500,000 *l.*

916. Being a third of the amount of 1,500,000 *l.*?—Yes.

917. The Great Western Company were subscribers to the amount of 545,000 *l.*?—Yes, and we guaranteed 4 per cent. for the remainder.

918. In the year 1847, the state of the money-market, and the difficulties which then existed, created difficulties in what is called railway enterprise?—Difficulties supervened very rapidly and very fearfully at that time.

919. Was that felt in obtaining calls from the proprietors of shares?—Yes, the directors of that railway company found that the calls were not answered freely, and that just as they called, so the value of the shares dropped almost to the full amount of that call. The directors, who were not much accustomed to railway matters, became very timid and fearful of entering into engagements without the certainty of their being able to find the means of paying for them.

920. That imposed difficulties in the immediate construction of the line?—No doubt of it. The local directors had a great interest, and were very anxious to carry on the works, and to do everything they could, but they found, in 1847 and 1848, the difficulties were so appalling that they did not know what to do.

921. I suppose I may say it was practically felt as a great obstacle to the formation of a line at that time?—It was; it became an obstacle which was insurmountable.

922. About that time do you remember the London and South-Western Company bringing forward a certain scheme for supplying railways in that district?—Yes; in 1847, while all those difficulties were increasing rapidly upon the directors of the Wilts, Somerset, and Weymouth Railway, in carrying out their schemes, the South-Western Company promoted Bills in Parliament for extending their own line from Basingstoke to Salisbury, from Salisbury to Yeovil, and from Yeovil

Yeovil to Exeter, and so great were the difficulties at that time, that they were obliged to pay 7 per cent. as preference to the parties who subscribed to those railways; and they undertook to pay them 7 per cent. upon the deposits which were found for those lines; that was a pretty good test of the pressure that was made.

923. By the *Committee.*] Did they guarantee that interest?—Yes.

924. Mr. Serjeant *Kinglake.*] I understand upon the deposits?—Yes, the preference interest upon the deposits. Those lines were promoted quite at the end of 1846, and carried on through 1847, and they eventually passed in the year 1848.

925. It was what was called at that time a system of narrow gauge lines direct through that country?—Yes.

926. By the *Committee.*] They got that Act in 1848?—Yes; they were Bills that were suspended in 1847, and carried in the House of Lords in the following year.

927. Mr. Serjeant *Kinglake.*] I believe the discussion was a long one, and it was postponed from that session of Parliament to the next?—It was.

928. It ended, I believe, in their obtaining the sanction of Parliament to their scheme?—Yes.

929. That, if carried out, would have been a narrow gauge railway direct by Andover, Salisbury, through Yeovil and Honiton, to Exeter?—Yes, that was the object of those Bills, to carry that out.

930. As between Salisbury and Exeter, have they ever done anything?—No, they were in the same state in which we were, and all other companies; they began to find, the moment they got their Bill, that they could not get money for the purpose of carrying it out, and I do not think it is any blame to them, any more than it is to ourselves; they have been perfectly unable to do so, and their powers have expired.

931. By the *Committee.*] Was the seven per cent. paid by the South-Western Company?—Yes, to the parties who took the shares in the new lines; it was agreed to be paid to them on the deposits which they paid, but they did not carry it out afterwards, because, of course, they could not afford to pay seven per cent. as preference upon the whole capital.

932. That was paid upon the first amount, the 10 per cent. deposit?—Yes.

933. Mr. Serjeant *Kinglake.*] That being the state of things, it not only operated, I take it, upon the narrow gauge railway, but also upon the Wilts, Somerset and Weymouth Railway?—It operated upon all railways throughout the country; it is quite notorious, so much so, that the Government themselves recommended a Bill to forbid the commencement of railways which were not commenced, and to grant fresh time; it was felt in those days that it was a very fearful financial difficulty which impended.

934. Did that operate with regard to the Wilts, Somerset and Weymouth Company, to prevent their entering into fresh contracts, and involving themselves beyond what was absolutely necessary to them?—Yes; the directors of the Wilts, Somerset and Weymouth Railway considered that it would be dishonest and dishonourable, when they did not know how they should pay for the contracts which they had actually entered into, to enter into new contracts. I remember a deputation of shareholders came up from the north, from Liverpool and Manchester, to wait upon the Great Western Company, to urge that, by every possible means, they would suspend and retard the works and engagements, and they did so wherever they could do it. They persuaded the landowners to delay the receipt of money for land, and with the contractors they shortened the works. They did everything, in fact, they could to bring themselves within that financial position which prevented one general involvement of the contractors of railways in bankruptcy, for that must have been the consequence.

935. That being so, we will go on to the year 1850; in that year was there some arrangement proposed between the Great Western Company and the Wilts, Somerset and Weymouth Company?—Yes; the only hope of doing anything with the Wilts, Somerset and Weymouth Railway was to endeavour to take it out of the hands of local parties, and make it a part of the system of the Great Western Railway, in the hope of finishing those lines by degrees, and relieving those directors, who were very nervous in their position, from any further liabilities. A purchase was made of the Wilts, Somerset and Weymouth Railway in 1850, and that purchase was sanctioned by Parliament in the year 1851.

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936. Was the object of that purchase and obtaining the Bill to enable the company gradually to construct the substantial part of this line?—Yes, to do it by degrees, and as quickly as they could find the means.

937. If I understand you, in 1850 an agreement was come to between the Great Western Company and those who represented the Wilts, Somerset and Weymouth Company, which agreement was sanctioned by an Act of Parliament in 1851?—That is so.

938. By which the Great Western Company would, in substance, become the owners of that line?—Yes, we became the owners of that line.

939. With all the liabilities of the line?—Yes, with all their liabilities.

940. At that time, in the year 1851, will you state to the Committee in what state the powers were which the London and South-Western Company had obtained in reference to their lines?—Those powers upon their lines beyond Andover to Salisbury, I believe, had been partially executed, but were then again in abeyance; those beyond Salisbury to Yeovil, and from Yeovil to Exeter, had not been put into execution at all, but still they existed.

941. Was it at that moment a questionable thing whether the lines would be made or not?—Yes; the pecuniary condition of railways was rather improving, and it was uncertain whether they would or would not be able to prosecute the lines.

942. By the *Committee.*] Were the works suspended in 1851?—Entirely suspended; I think between Salisbury and Andover they had purchased some land and had begun some works, but I think those were suspended.

943. Mr. Serjeant *Kinglake.*] They had not begun any works between Salisbury and Exeter?—No.

944. Andover being to the east of Salisbury?—Yes; to the eastward there was a partial commencement; to the westward of Salisbury, none.

945. You say it was a doubtful state of things as long as their powers existed; did that to a great extent operate upon the minds of those who had to construct other lines, as to the expediency of going on with some of them or not?—Yes, that was the case.

946. Having obtained the Bill in 1851, by which all the rights of the Wilts, Somerset and Weymouth Company, were transferred to the Great Western Company, will you now explain to the Committee what steps the Great Western Company took then?—In 1850 we proceeded to make the line from Westbury to Frome; that was finished in 1851.

947. Had the Wilts, Somerset and Weymouth Railway Company finished their line up to Westbury?—Yes.

948. How many miles is that?—I think it is 15 miles; they had finished the line from Thingley to Westbury before we purchased it; the Great Western finished it from Westbury to Frome; it was opened in 1851.

949. How many miles is it from Westbury to Frome?—Six miles.

950. When was that opened?—About the end of 1850; it was reported to the proprietors in 1851.

951. What other steps did you take?—We took a step also in proceeding with the work on from Westbury to Warminster, in the direction of Salisbury.

952. That would have been in the original direction that the line was to take towards Salisbury?—Yes.

953. Passing through Warminster?—Yes.

954. When was that opened?—It was opened on the 9th of September 1851.

955. By the *Committee.*] What number of miles?—Four and a half miles.

956. Mr. Serjeant *Kinglake.*] Was anything done with reference to a branch from Frome to Radstock, into the colliery district?—Yes, they began that also; when they had determined upon finishing to Warminster, they began that to Radstock, and that is very nearly finished at this moment.

957. How many miles is that?—About eight miles.

958. Radstock is the heart of the colliery district?—It is the heart of the Somersetshire colliery district.

959. You say that is nearly completed at the present moment?—It is very nearly completed now; we have had a difficulty there in getting some land, but that was surmounted, and it is very nearly completed now.

960. Has anything also been done in reference to extending or renewing the powers of the purchase of land upon any part of the line?—Yes; in 1851 the object was to get the line finished from Frome to Weymouth; we had laid out nearly

nearly 700,000 *l.* upon different portions of that line, quite in the early stage of the business; there was some land still to be obtained; we came to Parliament for powers to extend the time of taking the land, and we bought it all; we purchased the whole of the land from Frome to Weymouth.

961. By the *Committee.*] When did you finish that?—The purchase of the land must have been completed early in 1852.

962. Mr. Serjeant *Kinglake.*] In the year 1852; will you explain to the Committee the circumstances of a company called the New Frome, Yeovil and Weymouth Company being constituted for the purpose of forming a line to Weymouth?—In 1851 the directors negotiated with some local parties, who were desirous of having that line finished, who thought they could get capital for finishing that line.

963. By the *Committee.*] What line are you speaking of?—From Frome, by Yeovil to Weymouth.

964. Mr. Serjeant *Kinglake.*] The line is now completed from the Great Western line to Frome?—Yes; it has been completed and opened for traffic.

965. This was for the completion of what is called the main trunk part of the line, between Frome and Weymouth?—It was.

966. Will you explain the origin of that Act of Parliament?—The company entered into an agreement with those parties, who were very sanguine that they could raise money to finish the line; we offered to them the benefit of all the land, and of the expenditure upon all the works, and to assist them by working the line for them, provided they would complete it, granting them a lease of the railway. That agreement was entered into in the end of 1851, and it was reported to the proprietors of the Great Western Company at the meeting in 1852, and was approved by them, and a Bill was carried through Parliament by that company, for the purpose of taking the lease and of completing the works.

967. By the *Committee.*] In 1852?—In 1852.

968. Mr. Serjeant *Kinglake.*] I believe that company failed, did not it, in raising capital?—The company finding it was more difficult to raise the capital than they expected, abandoned the undertaking.

969. And now have the Great Western Company taken upon themselves to complete the undertaking?—Yes; in consequence of that the Great Western Company represented to their proprietors that they thought it important to have that line finished, and after a representation of the circumstances in the report, they had a vote from the proprietors, on the 12th of August 1852, to this effect: "Resolved, that the directors be, and they are hereby authorised to take such steps as they may deem necessary for completing the works between Frome and Weymouth, in the event of the Frome, Yeovil and Weymouth Company failing to proceed on the powers of their Act."

970. Mr. *Alexander.*] What is the date of that?—August 1852.

971. By the *Committee.*] After that an Act was passed giving those people power to transfer those powers to the Great Western?—Those powers have since been agreed to be transferred to the Great Western, but the Great Western did not require the powers of that Act to finish the line.

972. How is it managed where two Acts exist over the same ground?—The Act was of a peculiar character; it was an Act enabling the Great Western to lease to those parties, and enabling them to construct and take a lease of the railway, provided they could find the capital; and there was a special clause put in, that if they could not find the capital within a certain period, their rights were to determine. The Great Western Company refused to let them have any absolute powers irrespective of it.

973. Mr. Serjeant *Kinglake.*] I think the Great Western Company were to find the land?—Yes, they purchased the land and gave it to them; we had laid out a great deal of money on the works, and they were to have the benefit of all the works which were done; so that from the time we purchased the Wilts, Somerset and Weymouth railway, till the present time, that is to say, from 1851 till now, we have been doing all we possibly can either to get the line finished by others or to finish it ourselves; and it is now under contract, and we are finishing the whole line down to Weymouth.

974. Can you give the Committee to understand within what time the line will be completed?—I should prefer your getting that from Mr. Brunel; it is in a forward state.

975. Can you speak to the fact of active steps being taken for that purpose?—I can

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I can speak to that line being in active operation, and it is to be finished as quickly as it can be finished.

976. By the *Committee.*] From what points?—From Frome all the way down to Weymouth.

977. What is the distance?—Fifty-three miles.

978. What is the distance from the point of junction with your trunk line?—Twenty-one miles from Frome to Chippenham, now open.

979. Mr. Serjeant *Kinglake.*] The part completed is 21; the residue, which you say is now in active operation, lies between Frome and Weymouth?—Yes.

980. Those who have been there know that between Dorchester and Weymouth, for some time past, there have been works done upon the line?—Yes.

981. Do you know as to the land between Bruton and Weymouth, has that been obtained?—The whole of the land, all the way from Frome to Weymouth, has been obtained.

982. You have spoken of a line to Radstock; will that bring what is called the colliery district in communication with that important district?—Yes; the value of that line is very great, inasmuch as the whole district is very much dependent upon coals from those collieries. The broad gauge line which comes from Radstock down to Frome will feed the whole of the Wilts, Somerset and Weymouth railway downwards towards Weymouth, as well as upwards towards Chippenham.

983. There is no narrow gauge scheme which would afford that facility; it would be dependent upon your broad gauge line entirely?—The South-Western Company do not touch any of the collieries at all; the district must be dependent upon us for coals, or anything which comes sea-board.

984. Then the branch to Radstock would afford the means of sending this Mendip coal to the districts where it is wanted?—All the district upon the map down to Weymouth, and also upon the Devon and Dorset railway, if it passes, will get coals at the cheapest price from the Somersetshire collieries; the South-Western cannot feed them with those coals, because there are no collieries which they touch.

985. With respect to the branch to Warminster, is it the intention of the Great Western Company, if this Bill should pass, to complete the line to Salisbury?—Yes; the Great Western Company are willing to undertake to finish it from Warminster to Salisbury if this Bill passes; that will make from Salisbury a broad gauge communication complete to the West of England.

986. That line westward of Salisbury would afford all the communication which the broad gauge system can give?—Yes.

987. The whole system westward of Dorchester is at present broad gauge?—Yes.

988. The Bristol and Exeter to Exeter, the South Devon, and then the proposed continuation to Falmouth by means of the Cornwall Railway?—Yes; that is all upon the broad gauge.

989. This Wilts, Somerset, and Weymouth Railway, in connexion with the Devon and Dorset, will make up the link which is wanted between those two districts?—Yes; it will be a complete broad gauge communication throughout the whole district.

990. You know the line of railway between Durston and Yeovil?—Yes.

991. That is a line for which the Bristol and Exeter Company obtained an Act of Parliament?—Yes.

992. Is that line now in course of construction?—Yes; they are proceeding with that line, and I believe it will be very shortly finished.

993. That is the line which will connect the Bristol and Exeter Railway with the Wilts, Somerset, and Weymouth Railway at Yeovil?—Yes, that is the line.

994. It will afford to that district about Yeovil an easy communication that way to Exeter, if they choose to go, and also to Bristol and South Wales?—Yes.

995. You know, I suppose, the line from High Bridge to Glastonbury?—Yes; they have recently undertaken that line.

996. I think in the last Session of Parliament?—Yes.

997. You stated that the Durston and Yeovil line was now in course of construction?—Yes; it was like the other lines which were first commenced, and then it was retarded; I believe at one time the works were partially stopped, then altogether stopped; but they resumed it as soon as they got over their difficulties, and it is now in rapid construction, and will be finished very soon; when that

that line is finished there will be a communication from Weymouth upwards to Taunton and Bridgwater over that line.

998. Do you know whether the Bristol and Exeter Company went to Parliament last year for the purpose of getting some amendment of their line, which was sanctioned?—Yes; I think they amended their line.

999. I believe I may take it that it is now in active progress?—Yes.

1000. We have heard of a line from Durston to Castle Cary; do you know that district?—I do not know much of the district; Mr. Brunel knows more of it; he can speak better of the district.

1001. You know the line passed last year from High Bridge to Glastonbury?—Yes; I do not know Castle Cary much.

1002. That is the central part of Somersetshire, and gives communication by Wells and Glastonbury over the Bristol and Exeter Railway?—Yes, it is a connexion with Glastonbury, and so far as it goes with Wells.

1003. I wish to call your attention again to the South-Western Railway Company; I understand nothing has been done, that you know of, as between Salisbury and Exeter?—No, nothing has been done.

1004. Do you know Mr. Scott, the chairman of the London and South-Western Railway Company?—I know him; I have not much acquaintance with him.

1005. Do you recollect having an interview with him upon the subject of the Devon and Dorset Bill?—Yes, I do, perfectly well, with Mr. Scott and with the secretary of the company.

1006. Do you remember any suggestion being made at that time by Mr. Scott?—Yes, I do; and I should have felt some delicacy in referring to it if Mr. Scott had not himself, at the South-Western meeting, stated that he had made such a proposal to me, and stated what had taken place; I dissent a little from what he stated at that meeting.

1007. He has made public whatever has passed between you?—He has made it public; his version of the matter is in the newspapers.

1008. By the *Committee.*] What is the date of that meeting?—The 21st of May 1853; the circumstances of the case are these.

1009. What was the meeting?—The meeting of the London and South-Western Railway Company, held on the 21st of May 1853. Mr. Scott at that meeting is asked a question to this effect: whether any attempt had been made to enter into any agreement with the Great Western Company, and what had been the result. Mr. Scott says, "With regard to the second question, he had thought it his duty, as chairman of that company, before any report was issued to the shareholders, to take an opportunity of having a communication with some competent person authorised to give an answer as to the intention of the Great Western; he accordingly sought out Mr. Saunders, and asked him whether there was any chance of the two companies coming to a truce or armistice by which they might save their money; and he added, that he had been induced to do so from having heard from persons supposed to be authorised to make the statement, that the Great Western were not disinclined to such an arrangement. Mr. Saunders replied that that was not the case; that the Great Western Company had always from 1845 intended to make the line they were now promoting, and that, too, to benefit their own company, without reference to the interests of any other." In another part of Mr. Scott's statement, where he refers to it, he also speaks of a proposal made that neither company should do anything for some years to come.

1010. A proposal made by whom?—By Mr. Scott, the chairman of the South-Western Railway Company, reported at a meeting of his own shareholders. It is true that Mr. Scott and Mr. Crombie came to me on some occasion, since Easter last, to say, that before they induced their proprietors to oppose the line, they wished to know whether we would abstain from doing anything in that district, if they would abstain from doing anything for three or five years. I assured them unhesitatingly that we would not; our line was not put out for that purpose, and therefore we would not agree to it.

1011. Mr. Serjeant *Kinglake.*] Are you aware of the fact that several attempts have been made from time to time, with reference to a coast line through this district, near Bridport and Axminster, and that they have failed?—Yes; there was last year a coast line by Dorchester, through Bridport to Exeter; that failed on Standing Orders.

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Cross-examined by Mr. *Alexander*.

1012. When was it that the Wilts and Somerset line was first projected?—The Wilts, Somerset and Weymouth line was first projected in the year 1844.

1013. You have remarked the distinction I have made between the Wilts and Somerset, and the Wilts, Somerset and Weymouth?—I do not know the difference between them.

1014. Was not there a line called the Wilts and Somerset line, projected in 1844, which took the line of the Wilts, Somerset and Weymouth, in 1845, when the Bill was passed?—It was part and parcel of the same system when it was first proposed; the Bristol and Exeter were to have carried their line down to Weymouth, so that their system, which was proposed at the same time, and our system, which was intended to be called the Wilts and Somerset, was to have been a Weymouth line in connexion with this; but subsequently, the Bristol and Exeter preferred to make the line simply from Yeovil to Durston, and the Great Western therefore took up the Wilts, Somerset and Weymouth Railway.

1015. It was in the session of 1845, the Wilts, Somerset and Weymouth line passed Parliament?—Yes.

1016. Comprising the main line, and also branches to Devizes, Sherborne, and Bridport?—Yes.

1017. And the capital authorised by the Bill, as you have told the Committee, was, including borrowing powers, 2,000,000 *l.* of money?—Yes.

1018. Are you aware of the Report which was made by the House of Lords upon that Bill, when it received the sanction of that part of the Legislature?—Yes.

1019. You are aware of the 20th paragraph in that Report, probably: "That in making their Report, the Committee feel it their duty to state, that the great difficulty with them in deciding upon the Bill referred to them, has arisen from the fear they have entertained whether, in allowing the Great Western Railway to come down to the sea at Weymouth, or below Yeovil, they may not be creating a difficulty as to making a railway in the most direct and desirable manner to Falmouth, the most western part of the Channel; but they have received from the promoters of the Wilts, Somerset and Weymouth Railway the assurance that the extension of the line to Weymouth should not be set up hereafter to defeat a direct line from London to Falmouth, as expressed through Mr. Austin, the counsel for the Bill"?—I perfectly remember that.

1020. You recollect that the statement made by Mr. Austin was, "The promoters of the Wilts, Somerset and Weymouth Railway Company are willing to assure the Committee, that the extension of the line to Weymouth shall not be set up hereafter to defeat a direct line from London to Falmouth"?—I am quite aware of it.

1021. That was the subject, I believe, of considerable discussion before the Committee of the House of Lords?—It was a discussion for an hour or two, I believe.

1022. Before that Bill was passed, namely, in the year 1844, was not there a meeting held, at which you were present, at Salisbury, relative to the formation of a line to Salisbury, Warmington, and Trowbridge. Do you remember that, in the month of May 1844?—I remember being present at a meeting in May 1844.

1023. Do you remember Mr. Hayter, the present Secretary to the Treasury, and one of the directors of the Great Western Company attending there as part of a deputation from that last named body?—Yes.

1024. Do you remember his stating, as part of the deputation from the Great Western Company, it was essentially a Wiltshire railway, and that it put forth strong claims on the support of all influential persons in that county?—If he did say so, though I do not remember the fact, it is perfectly true.

1025. Was this also stated: that the company were prepared to guarantee to those who took shares, a minimum rate of interest of 3½ per cent., and they proposed, after the payment of this 3½ per cent., the surplus should be equally divided between the company and the shareholders?—I do not recollect his saying 3½ per cent.; I remember the fact that we did guarantee 4 per cent. before the Act passed.

1026. And did he also state this: that "the situation of Salisbury is this, she was actually wooed by railways, and it was for her to determine whether she would remain an oasis in the desert, or, by availing herself of railway communication,

cation, bring back her lost trade and prosperity"?—Upon my word I do not recollect it; if you say it is in the report, it is very probable he might have said so.

1027. Was not the importance of the line from Salisbury to Warminster much dwelt on by the Great Western deputation at that meeting?—No doubt; we went to Salisbury to point out to them the value of the line to Warminster, and we dwelt, I dare say, upon the importance of it. We never denied the importance of it, and we are going to complete it; we admit it now, and we have never denied that it is a line which ought to be made.

1028. In the same year, 1845, was the Durston and Yeovil line passed?—Yes; it was part of a scheme; the Board of Trade report referred to all schemes of that year, and among others, if you refer to it, you will find that our system of railways, the Wilts, Somerset, and Weymouth, and the Bristol and Exeter, Yeovil and Durston, as well as the South-Western schemes, were brought before that tribunal.

1029. My question is whether, in the year 1845, the Bristol and Exeter Durston and Yeovil branch was sanctioned?—It was sanctioned, having been reported on by the Board of Trade with the other lines.

1030. In 1846 was there a Bill before Parliament for a deviation of the Wilts, Somerset and Weymouth line, with branches?—Yes; I have stated that in my examination; there were several deviations.

1031. Was one of those branches proposed in 1846, the branch from Bradford to Bathampton?—It was one of them; that was not a deviation; it was a new line.

1032. Was that of a length of about 17 miles?—No, I think nothing like so long as that.

1033. From Bradford to Bathampton?—Mr. Brunel can give you the length with greater accuracy.

1034. About seven or eight miles, I am told?—I dare say seven or eight miles.

1035. Was there also a branch sanctioned by that Act from Weymouth to Melcombe Regis?—I think there was.

1036. Will you tell the Committee what the capital proposed to be raised under that Act of 1846 was?—I think it was 240,000*l.*

1037. With borrowing powers to the extent of 84,000*l.*?—I think so.

1038. Was there also a line proposed that year from Yeovil to Exeter, which was thrown out?—Yes; do you mean the Exeter Great Western?

1039. I am unable to state what its name was?—I think the Exeter Great Western was thrown over in 1846.

1040. That was a line from Yeovil to Exeter?—I think it was.

1041. Was there also, in 1846, a line proposed, called the Berks and Hants Extension, which was thrown out?—The Berks and line was thrown out in 1846.

1042. Did the Bristol and Exeter obtain a line called the Crewkerne branch?—I am not certain about that; I am not sufficiently conversant with what the Bristol and Exeter have done to say.

1043. You know what I mean by the Crewkerne branch?—I do not indeed.

1044. It went from the Durston branch?—Yes, I think there was a branch from Crewkerne to join the Exeter Great Western.

1045. Was there also a Chard branch then projected?—That was not by the Great Western Company.

1046. You said there were also in 1846 certain lines promoted by the South-Western Company?—Yes.

1047. The result of the session of 1846, I believe, was, that the Weymouth and Bathampton branch, and the Weymouth and Melcombe Regis branch passed?—Yes.

1048. And the Crewkerne branch passed?—Yes; the Bill passed for that branch to join the Yeovil and Durston line.

1049. The South-Western passed their line from Basingstoke to Salisbury?—Yes.

1050. Was there not a line before Parliament in that session, a line from Salisbury to Yeovil, and from Yeovil to Exeter, which passed in the House of Commons, and was rejected by the Lords on the engineering about Exeter?—That was in 1847, I think.

1051. Here is the Report from the Select Committee: "Your Committee have met and considered the said Bills, and also the petitions referred to them;

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the Committee have heard counsel and examined witnesses in support of the said Bills, and also in support of the petitions, and they are of opinion that a direct line of railway from Exeter to Salisbury, by Yeovil, is required, but it is not expedient that the said two Bills, in their present state, should be proceeded with"?—Yes, I remember that.

1052. That was in 1846?—Yes.

1053. In 1847 the Great Western Company opened with a renewal of their line called the Berks and Hants Extension?—Yes.

1054. That was from Hungerford to Westbury, was not it?—From Hungerford to Westbury.

1055. And they also had a line from Salisbury to Exeter?—The Wilts, Somerset, and Weymouth had a line.

1056. The Bristol and Exeter Company in the same session came for a line called the Taunton and Castle Cary line?—Yes.

1057. And the Wells, Glastonbury, and Bleadon line?—Yes.

1058. By the *Committee.*] Were Acts obtained for those lines?—Not for the Wilts, Somerset, and Weymouth line, between Salisbury, Yeovil, and Exeter.

1059. Mr. Serjeant *Kinglake.*] You had Bills before Parliament for that purpose, for a line from Salisbury to Exeter?—Yes, which were thrown out.

1060. The South-Western Company at the same time had a line from Salisbury to Exeter, and from Exeter to Falmouth; do you remember that?—I do not remember any line from Exeter to Falmouth; I do from Salisbury to Exeter; and then there was a line thrown out, I do not know what it was, at that period.

1061. In that Session, the Wilts, Somerset and Weymouth Company promoted a central line, though not successfully?—Yes.

1062. The result was that, in 1847, the Great Western Company obtained their Berks and Hants Extension Act?—Yes.

1063. And their line from Salisbury to Exeter was thrown out?—Yes.

1064. The Bristol and Exeter obtained their line from Taunton to Castle Cary, and also the Wilts, Bleadon and Glastonbury line?—Yes.

1065. The South-Western Company obtained their line from Salisbury to Exeter, while the Exeter and Falmouth was thrown out on Standing Orders?—Yes.

1066. I believe the whole of those Bills were suspended, in consequence of the late period of the Session at which their conclusion by the House of Commons was reached, to the next Session for the consideration of the House of Lords?—Yes.

1067. In the next Session the Great Western obtained their Berks and Hants Act?—They did.

1068. And the Bristol and Exeter Company, in 1848, obtained their Taunton and Castle Cary line, and the Wilts, Glastonbury and Bleadon line?—

1069. The South-Western obtained their Bill to Exeter?—Yes.

1070. Of the Wilts, Somerset and Weymouth line, originally obtained in 1845, how many miles are now open?—About 26 miles altogether, I think.

1071. What was the entire length which was proposed or sanctioned by Parliament?—I think it was 126 miles, but I am not quite sure; I will not speak with great certainty about it.

1072. About that amount?—I believe so.

1073. And there are now 26 miles of that open?—Yes; it was not all finished by the Wilts, Somerset and Weymouth Railway Company; it was partially finished by the Great Western Railway Company.

1074. Those 26 miles?—Yes.

1075. When were those 26 miles opened?—Fifteen miles were opened to Westbury before we bought it.

1076. In what year?—I gave you the dates in my examination just now; we purchased it in 1850.

1077. Mr. Serjeant *Kinglake.*] You mentioned opening from Westbury to Frome in October 1850, but not from Chippenham?—I dare say I can tell you when it was; it was on the 5th of September 1848.

1078. Mr. *Alexander.*] The whole of the 26 miles?—No, the 15 miles that were opened by the Wilts, Somerset and Weymouth, while they were themselves conducting their affairs, were opened in September 1848.

1079. When were the remaining 11 miles opened?—I mentioned it before, but

but I will state it again; in October 1850, I think six miles, and the remainder in 1851.

1080. Has any portion been opened since the 9th of September 1851?—No.

1081. What has been the fate of the Bridport branch; has any portion of that been opened?—The Bridport branch has not been touched; it has been left till we could go on with the line from Frome to Weymouth. While that line was incomplete, and doubtful as to the means of finishing it, of course, as I mentioned before to the Committee, neither the Wilts, Somerset and Weymouth Company nor the Great Western could undertake it.

1082. Has anything been done upon the Bridport branch?—Nothing has been done except by this Bill to get power for renewing it.

1083. Has anything been done?—No.

1084. Has the land been purchased?—No.

1085. Has anything been done upon the Sherborne branch?—No.

1086. Have the powers expired for taking land upon that branch?—Upon that branch they have expired.

1087. By the *Committee.*] What was the length of the Bridport branch?—The length of the Bridport branch was fifteen miles; the length of the Sherborne branch was four miles.

1088. The Bridport branch is still alive, so to speak?—It is revived by this Bill.

1089. In point of fact, the powers have expired?—The powers have expired for purchasing the land; this Bill would revive them if it is granted.

1090. Mr. *Alexander.*] Is it a different line from that over which you had powers by the Act of 1845?—It is slightly changed; the termini are the same, but the course of the line is slightly changed; Mr. Brunel can give it you more accurately than I can.

1091. The land is not the same then?—Part of the land is the same, and part is not.

1092. Have you a fresh schedule of the land?—We have.

1093. You say you believe the termini are the same?—Bridport and Maiden Newton are the two points.

1094. You told the Committee this morning that after the Wilts, Somerset and Weymouth Act passed, land was bought in 1846 and 1847; how much land was bought?—In almost all directions; I cannot tell you the exact acreage, but we bought land upon the Devizes branch; we bought land all the way down towards Weymouth, and we bought land on the Salisbury branch.

1095. Can you say to what extent in the whole?—I cannot tell you the whole acreage; it has never come before me in any complete shape; I know a great deal of land has been bought and paid for.

1096. Can you say what money has been paid for the land; you say you set to work immediately, and bought land in 1846 and 1847; I wish to know what was the extent in money or in acreage?—I will furnish you with it, with pleasure, but I cannot carry it in my mind; a very large sum has been paid for land; I should fancy 300,000 *l.*

1097. That was bought in 1846 or 1847?—Yes.

1098. You say you also entered into contracts; what contracts were those?—Contracts for works; I am not speaking of the Great Western contracts, but the Wilts, Somerset and Weymouth contracts.

1099. Contracts to what extent?—Almost all over the line; they have contracted for works from Weymouth to Dorchester, from Yeovil to Bruton, and from Salisbury to Warminster.

1100. What was the date of those contracts?—It must have been in 1847, I think.

1101. By the *Committee.*] In what state is the land you have bought for those purposes, upon which no works have been done?—It has remained in the hands of the tenants for the most part, just as it was.

1102. Do you exercise ownership over it?—No, we leave it in the hands of the tenants till we require it for our purposes.

1103. But you have paid for it?—Yes.

1104. Mr. *Alexander.*] Have not you let upon lease for some years some of the land between Frome and Weymouth?—I think not.

1105. Can you speak with certainty upon that point?—I am not aware of it.

1106. Is Mr. Penistone in the employ of the Great Western Company?—He

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was the resident engineer of Mr. Brunel, and afterwards was the contractor, and has had to deal with the land which he was put into possession of for the works; he may get the benefit of it.

1107. Do not you know that he has let land on the part of the Great Western Company to certain landowners, land which was taken for the purposes of the line?—I do not know that.

1108. Have you never heard that before?—Never till this moment; he is in possession of the land in his contract; he has been put into possession of that.

1109. What land is that?—The land generally between Yeovil and Weymouth, where the works have been going on.

1110. Between Yeovil and Weymouth?—Between Yeovil and Dorchester I think I ought to say; between Weymouth and Dorchester it is in a different contractor's hands.

1111. Do you know that land has been let on part of the line between Frome and Weymouth for two or three years together?—I think not.

1112. You do not seem to feel quite certain upon the subject?—If you put a question to me of that sort I should be sorry to say positively it is not; I cannot be cognizant of every fact which takes place; at the same time I can see no reason why he should not, if we have taken possession of the land.

1113. To what extent were contracts entered into by the Wilts, Somerset and Weymouth in 1846 and 1847?—To a very large amount, but I am not in a position to tell you exactly.

1114. Were those the usual contracts, to be executed within a certain time?—Yes.

1115. What were the difficulties you met with between Frome and Bruton, with respect to the land?—That was to be a deviated portion of the railway; that of course prevented their beginning with any works upon it till the deviation Bill passed; that Bill did not pass till 1847, by which time they were in the thick of their troubles and difficulties.

1116. £.545,000 was the amount subscribed by the Great Western Company; did they pay it?—It was paid.

1117. The whole of it?—Yes.

1118. In addition to that sum so advanced, you say you guaranteed 4 per cent. upon the remainder?—Yes, which we have been paying ever since.

1119. When did your great difficulties in the money market supervene?—In 1847 they became very severe; they commenced in the early part of the year; it was principally owing to the enormous extent of railways which had been sanctioned in 1845 and 1846.

1120. In what year was it you bought the line of the Birmingham and Oxford Junction Railway?—In 1846.

1121. When was it that the Act passed which sanctioned that purchase?—In 1848.

1122. What was the sum which you were to pay for it?—A very large amount. It was a premium of 10 *l.* upon every 20 *l.* share.

1123. How much would that come to in the aggregate?—Something like 2,500,000 *l.* Those were Bills of 1846, and they were bought in that year.

1124. You say the Bill which sanctioned that purchase was in 1848?—Yes; we could not get the Bill till 1848; there was a Bill which passed in 1846; we purchased the line in October 1848; there was a contest between the London and North-Western and the Great Western, which lasted for two years, and it was in 1848 only that the Bill passed for the purchase.

1125. By the *Committee.*] What was the length of that line?—From Fenny Compton to Oxford was 33 miles; the purchase-money for that was 1,500,000 *l.*

1126. The Act which sanctioned that purchase passed in 1848?—Yes, the agreement was entered into in 1846; the Bill passed in 1848.

1127. The contract for the purchase was in 1846, and the Act sanctioning the purchase was in 1848?—Yes.

1128. When did you pay for that?—In the present year.

1129. When was it you made your attempt to go to Wolverhampton?—The attempt to go to Wolverhampton, if you mean the purchase of the Birmingham, Wolverhampton and Dudley Railway, was simultaneous with the purchase of the Birmingham and Oxford line; they were both in one.

1130. Was the contract for the purchase of both made at the same time?—Yes.

1131. And

1131. And the Act sanctioning both passed at the same time?—Yes.

1132. By the *Committee.*] What was the price of it?—£.1,000,000.

1133. In addition to the Birmingham and Oxford purchase?—Yes.

Mr. Serjeant *Kinglake* submitted that the allegations in the petition on which Mr. Alexander appeared, did not justify him in going into an examination as to purchases made by the Great Western Company in the north of England.

Mr. *Alexander* was heard in support of the line of examination.

Mr. Serjeant *Kinglake* was heard in reply.

The Committee-room was cleared.

After some time the Counsel and parties were called in, and informed that the Committee would not take evidence with respect to any matters not specifically alleged in the petition referred to them.

Mr. *Alexander* claimed, under the latter part of the 104th Standing Order, to amend the petition, by giving in to the Committee a more specific statement in writing.

The *Chairman* stated that the Committee negatived the application.

1134. With respect to your capital; how much had the Great Western Company to subscribe towards the Wilts, Somerset and Weymouth?—We have power to subscribe 750,000 *l.*; but that was not required, because other parties took a share, and we took 545,000 *l.*; the whole capital was subscribed for.

1135. Was the whole of the 750,000 *l.* raised?—The whole of the 1,500,000 *l.* was raised; that is to say, the shares were all subscribed for and taken to the whole extent, that is, 1,500,000 *l.*, of which we have 545,000 *l.*

1136. Were the whole of the borrowing powers exercised?—They could not exercise them.

1137. It has not been done?—No.

1138. Has any portion been exercised?—There were some few debentures out, I think.

1139. To what extent?—I think there may have been 40,000 *l.* or 50,000 *l.*; they were unable to get more; the Great Western paid the whole of their 545,000 *l.* that we were committed to.

1140. Was not there in that Act contained a clause that the company should apply to Parliament in the next Session for power to construct the line to Bath and Bristol?—To Bathampton there was.

1141. An improved communication from that railway towards Bath and Bristol?—Yes.

1142. I believe you gave me the capital raised under the Act of 1846; 240,000 *l.* was the capital authorised?—Yes.

1143. And the borrowing power 80,000 *l.*?—Yes.

1144. What portion of that capital was raised under the Act of 1846?—They have not raised it.

1145. Have the borrowing powers been at all exercised?—No, they could not till they had raised the money.

1146. There is no portion of that capital which has been raised?—No, they were unable to raise it; they could not get it.

1147. Was there a line sanctioned from Twerton to Radstock?—Yes, there was a Great Western line.

1148. Twerton is a spot between Bath and Bristol?—It is a spot between Bath and Bristol.

1149. When was that sanctioned?—In 1847.

1150. What was the capital for that line?—I forget exactly the separate capital for it; the whole amount by that Act, which I think comprised something else, was 380,000 *l.*

1151. The borrowing powers were what?—126,000 *l.*

1152. That is what was comprised in the Act which we have just been speaking of, enabling the Great Western Company to purchase or amalgamate with the Birmingham, Wolverhampton and Dudley Railway?—The power to amalgamate with the Birmingham, Wolverhampton and Dudley was in the same Act.

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1153. How much of it has been raised?—I am not able to give you separately the estimate for the Twerton and Radstock line.

1154. Can you give me an approximation to the portion of it which was due to the Twerton and Radstock line?—I will give it you immediately.

1155. Has any portion of that capital, whatever it is, been raised?—No.

1156. Has any portion of the works on that line from Radstock to Twerton been executed?—No; 250,000 *l.* was the amount of the capital.

1157. For the Radstock and Twerton line?—Yes.

1158. By the *Committee.*] Has any land been bought?—No land has been bought.

1159. Mr. *Alexander.*] Have the powers expired?—The powers have expired.

1160. With respect to the Bradford and Bathampton line, have the powers expired there?—The powers have expired of buying land; and I think they are about to expire in August next for the making of the line.

1161. You do not seek by the present Bill before the Committee to renew those powers?—No.

1162. Have you bought any land between Bradford and Bathampton?—Yes, part has been bought and paid for.

1163. To what extent?—I cannot give you the exact amount of the land; several properties have been purchased upon that line; some are not purchased.

1164. You say some land has been bought; that has induced me to ask you how much; can you give the Committee an approximation to the quantity of land, either in acres or in expense, which has been bought between Bradford and Bathampton?—With respect to the land which has been purchased by the Wilts, Somerset and Weymouth Railway, I cannot give you accurately the amount, but my impression is, they have paid between 30,000 *l.* and 40,000 *l.* altogether; it is embraced in the accounts of the Wilts, Somerset and Weymouth Railway, and without access to those accounts, I am not able to give the Committee accurately the amount.

1165. What is done with that land which you have bought, inasmuch as there are no works executed, and the powers are allowed to expire?—I believe it is in the same state as the other land.

1166. It is paid for, is it?—Part of it is paid for.

1167. By the *Committee.*] Is it railed off?—I think it is not railed off; there may be some portion of it railed off, but I think it is not generally railed off.

1168. Mr. *Alexander.*] With respect to the Berks and Hants Extension, what was the extent in mileage of that line from Hungerford to Westbury?—Forty odd miles.

1169. How much of that has been executed?—Nothing; it is exactly in the same condition as the Salisbury, Yeovil and Exeter.

1170. Has any land been bought there?—I think not.

1171. Have the powers expired?—The powers have expired for buying land, certainly.

1172. What was the capital for that purpose?—£. 600,000.

1173. With borrowing powers of 200,000 *l.*?—Yes.

1174. How much of that capital has been raised?—Only enough to pay the expenses of the Act; about 45,000 *l.*

1175. Was that raised by calls?—It was raised by deposits upon the shares.

1176. Since the first deposit, there has been no call made upon that?—No.

1177. Have the whole of the deposits been absorbed by the Parliamentary expenses of that line?—Yes, I think the whole of them.

1178. I am coming to the Bill which sanctioned the Durston and Yeovil line; what was the length of the line sanctioned by that Bill?—From Durston to Yeovil is 20 miles.

1179. What was the length of the other lines sanctioned by that Act?—I have not that Act.

1180. The branch railway from Yatton to Clevedon, and another from Durston to Yeovil?—From Yatton to Clevedon has been made; from Durston to Yeovil is about being finished.

1181. What was the capital authorised to be raised under that Act?—£. 500,000.

1182. And borrowing powers, 166,000 *l.* I suppose?—£. 375,000, and then one-third of that, which would be 125,000 *l.*; the two together making 500,000 *l.*

1183. What

1183. What was the length of those lines; you gave me Durston to Yeovil?—The other is about four miles.

1184. By the *Committee.*] What do you call that?—Yatton to Clevedon; that has been finished and opened for some time.

1185. Mr. *Alexander.*] Those four miles from Yatton to Clevedon have been completed and are opened?—Yes.

1186. How much is completed of the Durston and Yeovil line?—It is all but completed now, the whole of it.

1187. When will it be opened?—In September.

1188. In September next?—So I am informed; I do not know much about the Yeovil and Durston except from the information of others; Mr. Brunel will be able to give you better information upon the subject.

1189. Was the whole of the capital under that Act raised?—I think not.

1190. How much is left unraised?—I must again ask others; I am sorry to say, I am not conversant with all the details of the Bristol and Exeter Company.

1191. You say these are Bristol and Exeter lines; if the secretary of the Bristol and Exeter Company is to be examined I can get it from him?—I do not know whether he is to be examined or not; I will give you all the information I possess; I am conversant with the Great Western finances, but not with the Bristol and Exeter.

1192. If you are going to call the secretary of the Bristol and Exeter Company, I will withhold those questions till he comes?—I am not going to call him, and I do not know whether he is to be called or not.

1193. How much is left unraised?—I am told that the whole of that 375,000*l.* is raised, as well as the borrowing powers.

1194. The Crewkerne branch was sanctioned in 1846; what was the length of that line?—I will answer for it that Mr. Brunel is going to be examined, and Mr. Brunel will give it you in the exact figures, if that will suit your purpose.

1195. Can you tell me whether the powers have expired?—Yes, I think they have.

1196. Can you tell me whether any works have been executed upon it?—I believe not.

1197. Has any land been bought?—I believe not.

1198. I will now ask you with respect to the Act of 1848, which sanctioned the line from Bleadon to Street?—There has nothing been done upon that line; they have substituted another line from Highbridge to Glastonbury.

1199. What was the capital authorised to be raised under that Act from Bleadon to Street?—The estimated expense was 230,000 *l.*

1200. What was the capital authorised to be raised?—"Any further sum of money not exceeding 550,000 *l.* to be applied to the construction of such railway."

1201. Was the 550,000 *l.* share capital independently of loan capital?—No; I think there was no loan capital; yes, there is power to borrow, on mortgage, 183,000 *l.*

1202. That would be 550,000 *l.* for the share capital and 183,000 *l.* loan capital?—Yes.

1203. How much of that has been raised?—Nothing.

1204. Has anything been done upon the line?—Nothing.

1205. No land has been bought?—No.

1206. Have the powers expired?—The powers have expired.

1207. With respect to the Taunton and Castle Cary line; what was the capital authorised for that?—The capital authorised by that Bill was 355,000 *l.*

1208. Independently of the loan capital?—There was a loan capital besides, of 118,000 *l.*

1209. By the *Committee.*] Were all those capitals raised by shares, or subscribed by the company?—They were authorised to be raised by shares.

1210. What was the loan power in the last case?—The loan power was 118,000 *l.*

1211. Mr. *Alexander.*] Has any of that been raised?—No; those were powers given to the Bristol and Exeter Company, to raise by additional shares.

1212. No works have been executed?—No.

1213. No land bought?—No.

1214. The powers have expired?—Yes.

1215. What has become of the deposits upon those lines?—They were all expended.

1216. Upon Parliamentary expenses?—Yes.

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1217. By the *Committee.*] Then some capital must have been raised?—Only the deposits; there must have been deposits made in all those Bills.

1218. Mr. *Alexander.*] When you say that no capital has been raised, you mean of course exclusive of the deposits?—Exclusive of the money required for the deposits.

1219. To what extent have you declared for capital in the present session?—£.300,000.

1220. Altogether?—Yes.

1221. Have not you declared for 300,000 *l.* in the Worcester and Hereford alone?—It is upon the Worcester and Hereford.

1222. By the *Committee.*] What is the meaning of that?—A declaration instead of a subscription contract has been deposited by the Great Western Company, under their seal, that they will have sufficient money out of all their powers to pay 300,000 *l.* towards the Worcester and Hereford.

1223. Mr. *Alexander.*] Have not you declared a certain sum as capital for this Bill before the Committee?—No.

1224. Is the present Bill supported by a separate subscription contract?—Yes, a separate subscription contract.

1225. Do the Great Western Company subscribe to that?—Parties connected with the Great Western have signed that subscription contract for the amount required, in order to proceed with this Bill, the Bill itself authorising the company to raise the capital when the Bill passes.

1226. How much capital is proposed to be raised?—£. 500,000.

1227. For the Great Western?—For the Great Western portion of this Bill.

1228. Is that the share capital?—That would be the share capital.

1229. Have not you a Henley line in Parliament this Session?—Yes.

1230. What amount of capital are you to raise for that?—No capital by this Act of Parliament for this year for the Henley line; that capital was empowered to be raised by the Act which granted the Henley line originally.

1231. Which has not yet been raised?—It has not been raised.

1232. Will you require no additional sum for the Henley line beyond what was sanctioned when the Bill for that line was first passed?—No, only the same sum; indeed I think it will be rather less, because there is a subscription of local parties towards it.

1233. When did the Act for the Henley line first pass?—In 1847.

1234. You are seeking now to renew your compulsory powers under that Act?—We revive the powers under that Act, and increase the time to complete it.

1235. With respect to the Bill before the Committee; you say that the Great Western Company will eventually be liable for a certain portion?—If this Bill passes the Great Western Company are empowered to raise 500,000 *l.* towards it.

1236. This Bill is founded upon a separate subscription contract?—There is a subscription contract.

1237. Who pays the deposits as far as the Great Western Company are concerned?—One of the directors has advanced from his own funds the deposits for those purposes.

1238. To what extent was that advance made?—£.37,500.

1239. With respect to the Bristol and Exeter Company, who are also promoters of this Bill; what sum are they to raise?—The same amount.

1240. Making a million together?—Yes.

1241. Where do those deposits come from?—They have made the deposits from the same source.

1242. From some of their directors?—Yes, I believe so.

1243. To the same extent?—To the same amount.

1244. You are also this Session asking for powers to run over a considerable mileage in the direction of Shrewsbury and Chester?—We had a Bill for running powers, but that is withdrawn; powers to run over the line.

1245. I thought the powers of laying the broad gauge were withdrawn?—And the running powers also.

1246. You had a Bill proposing to lay down the broad gauge for a considerable distance?—Yes.

1247. One hundred and thirty-seven miles?—It was for a considerable distance.

1248. That

1248. That is withdrawn?—Yes.

1249. And also the running powers which you sought?—Yes.

1250. You are also claiming powers to lay down the broad gauge on part of the South Staffordshire Railway?—We had a Bill for it, but that was withdrawn also.

1251. Are those sums of money, which are paid by the directors for the deposits upon this Bill, to be repaid by those companies whom those directors represent?—Unless those directors continue to take and to hold the shares, if the company found the money for them afterwards, they would be repaid to them.

1252. I suppose they are to be repaid by those two respective companies?—No doubt.

1253. Supposing the Bill does not pass, who is liable for the deposits which will be then expended?—I apprehend those directors themselves.

1254. Are not they to be borne harmless in that respect by the two companies?—I dare say they would be in the end.

1255. Is not there an understanding of that sort?—I do not think there is.

1256. Do you know of any?—No, it would not be done without the consent of the proprietors; I think if this Bill were thrown out, the proprietors of the two companies would agree to pay all the expenses of the Bill.

1257. The proprietors would agree to bear all those expenses?—It would be reasonable that they should, and I think they would.

1258. Have applications been made to the Court of Queen's Bench for a mandamus to compel the Great Western Company to execute certain lines?—There were several.

1259. Were they in those counties?—Some of them were; some are pending still, I think.

1260. Did the Great Western Company refuse to obey those mandamuses in the first instance?—They have never refused to obey a mandamus.

1261. In the first instance a rule nisi was obtained?—A rule nisi is not a mandamus.

1262. Did they resist the mandamus in the first instance?—We have resisted the rules, and in some cases the rules have been declared void.

1263. In any of the cases have they been made absolute?—In one case it was made absolute, and an appeal is pending now.

1264. How do you mean that any appeal is pending?—An appeal to another court is pending.

1265. There is no appeal lies from mandamus?—Surely there is an appeal against a mandamus; there is an appeal to the Court of Exchequer Chamber.

1266. Was the mandamus tried before a judge and jury?—The question has been tried before a judge and jury.

1267. Was it tried in court?—I am not a lawyer and I cannot answer, except from information; there was a question of fact before a jury, which was decided; it is a question of *lis pendens* at this moment upon that very matter.

1268. That is the only case in which the mandamus was made absolute by the Court of Queen's Bench; as to what lines were the other mandamuses granted?—From Frome to Weymouth; there was one that was withdrawn immediately.

1269. By the prosecutor?—Yes; there was another from Radstock to Twerton.

1270. What was the fate of that?—In the Court of Exchequer Chamber they have reversed the decision of the Court of Queen's Bench.

1271. What were the others?—From Bathampton to Bradford; that is now pending.

1272. Was not there one moved for on the part of persons interested between Warminster and Salisbury?—I think we had notice of one; it was moved for, and ordered to stand over till Trinity Term 1854; in the meantime we are going to make the Salisbury and Warminster line if this Bill passes.

1273. Between Warminster and Salisbury, what is the extent of the works?—There is a considerable extent of works.

1274. Is the whole of the land bought?—I think the whole of it; almost all, if not quite all.

1275. How many men are employed upon those works?—Will you be good enough to ask Mr. Brunel those questions; I really do not possess the information.

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1276. You would rather I should ask him, I suppose, what time it will take to complete them?—I should think so.

1277. What expenditure would be necessary to complete the lines?—Warminster to Salisbury will be about 200,000 *l.*

1278. From the present time?—Yes, in addition to what we have spent.

1279. What have you spent?—120,000 *l.* or 130,000 *l.*

1280. Where is the 200,000 *l.* to come from, which is to be expended?—The Great Western will find it from their general funds.

1281. From what funds?—From the funds that the Great Western Company have power to raise.

1282. Under what Act?—Under the second Wilts, Somerset and Weymouth Act.

1283. How much of that has been raised at present?—Nothing at all.

1284. 1846 is the second Act?—Yes.

1285. Has no portion of the capital authorised to be raised by that Act been raised?—No.

1286. "It shall be lawful for the company to raise for the purposes of this Act the sum of 240,000 *l.*;" this is for the Bathampton line?—No, it is for any purpose; it is for the purposes of the Act, for the general purposes of both Acts.

1287. What is the Act to which you refer; this one which I have, is one to make certain alterations and extensions of the line of the Wilts, Somerset and Weymouth; the Royal Assent is the 3d of August 1846?—It is for different branches which we are empowered to make, or which that company were empowered to make, and they were empowered to raise a certain sum.

1288. I do not see any other branches mentioned there?—Do you see any alterations and extensions on the 3d of August 1846; it is enacted that "It shall be lawful for the Wilts, Somerset and Weymouth Company to alter the line or lines of rails authorised to be made by the said Act, and to construct such new and altered or extended lines as are here mentioned." One of the said altered and extended lines is to run from Thingley to New Sarum.

1289. That, I suppose, is a deviation?—It is partly a deviation; another is from Thingley to New Sarum; generally, that company, the Wilts, Somerset, and Weymouth Company, were authorised to raise that sum of money.

1290. Those two are in substitution for other lines which were authorised by the preceding Act; I do not see how the capital to be created by this Act is authorised to be applied to the construction of the line between Warminster and Salisbury?—It is authorised to be applied to any part of the line.

1291. Where is that?—"It shall be lawful for the company to raise for the purposes of this Act, by creating new shares in addition to the sums of money they are authorised to raise under or by virtue of the said recited Act, any further sum of money, not exceeding the whole sum of 240,000*l.*"

1292. Was it one of the purposes of this Act to make the line from Salisbury to Warminster?—Not alone.

1293. It is not one of the purposes of that Act to construct the line from Salisbury to Warminster; how then are you going to apply the amount authorised to be raised under this Act, to that purpose which I have just mentioned?—All I can say is, the interpretation which is given to me is that when a company applies for power to extend the line, and gets power to raise capital in addition to the original capital of 240,000*l.*, not only is the new capital, but the 240,000*l.* applicable to make the whole, of any of those lines.

1294. Surely that cannot be the interpretation?—I may be wrong, but I do not believe I am.

1295. Is that the source from which you are supplied with your money for this line?—That is one of the sources; the Great Western have other sources.

1296. What are the other sources which they have?—In the first place, there are powers to borrow under the original Act, which they have not exercised.

1297. To what extent have they been exercised?—To the extent of 40,000*l.* or 50,000*l.*; but there are still powers to the extent of 450,000*l.* to be exercised; I believe the Wilts, Somerset, and Weymouth being empowered to raise the money, first, 1,500,000*l.*, and then 240,000*l.* for the purposes of those two Acts, are empowered to raise that whole sum, and to expend it on those lines in any way in which they may think necessary.

1298. You tell me that 200,000*l.* is to be expended between Salisbury and Warminster;

Warminster; I ask you where that money is to come from, and you refer me to that Act which you have just mentioned?—If we are prevented by any legal difficulty from doing it under this Act, we can do it under the original Act.

1299. The Act of 1845?—Yes.

1300. The share capital is all paid up there, is not it?—There are some forfeited shares, I think.

1301. How much remains to be borrowed under the original Act of 1845?—£. 450,000, if 50,000 *l.* has been borrowed already.

1302. How much will it cost to complete the line from Frome to Weymouth?—I think it will require about 500,000 *l.*

1303. Where do you get the 500,000 *l.* to complete that?—In the Frome, Yeovil, and Weymouth Act there is the power.

1304. What is the date of it; do you mean the Act of 1845?—The 30th of June 1852; under the Frome, Yeovil, and Weymouth Act, there is the power to raise 550,000 *l.*

1305. That is the Act for incorporating and giving powers to the Frome, Yeovil, and Weymouth Railway Company, and for other purposes?—Yes.

1306. How are you identified with that Act?—All the powers of that Act are to be conferred upon us, to exercise if necessary.

1307. You have not entered into the agreement contemplated by that Act, have you?—We have entered into the agreement for having all the powers of that Act transferred to us.

1308. Is there any Act enabling the Great Western Company to raise that money?—Separately from this, I do not think there are any specific powers, but again I beg to say that we are advised, that by the purchase of the Wilts, Somerset and Weymouth Railway, those Acts which I have read to you are consolidated Acts, and we have all the powers of all and each of those Acts.

1309. When was it you purchased the Wilts, Somerset and Weymouth Railway?—In 1851.

1310. I am now speaking of the Act of 1852; you do not say that that Act of 1851 would give you the power of dealing by anticipation with the Frome, Yeovil and Weymouth line?—In 1851 the Great Western had that line, the Wilts, Somerset and Weymouth, conferred upon them, and they are advised that the full powers of the Wilts, Somerset and Weymouth, as consolidated, are in their hands to raise money, and discharge the liabilities for doing anything they had to do.

1311. You have referred me to the Act of 1852, which is quite a separate thing; you gave me the name of the Frome. Yeovil and Weymouth Company; that Act of 1851 cannot refer to the Act of 1852; where do you get the money for completing the Frome, Yeovil and Weymouth Railway?—Under the powers still extant of the Wilts, Somerset and Weymouth Railway Acts consolidated, and purchased by us in 1851, and if more is necessary than that, we could exercise, by the transfer which is agreed to be made to us, the powers which the Frome, Yeovil and Weymouth Company had in 1852; that Act gives them power to raise a capital of 550,000 *l.*

1312. Could you by any means raise the money which the Frome, Yeovil and Weymouth Company were authorised to raise?—I believe so.

1313. Under what clause of the Act?—Under the general clauses of the Act we can.

1314. Tell me which clause, if you please?—The clause declaring the capital of the company; but it is not necessary; where is the difficulty of having the shares created by the Frome, Yeovil and Weymouth Company, and placed with parties who are willing to take and hold those shares as a means of raising money.

1315. How are the Great Western Company to get possession of the money raised by those shares?—By the transfer of the powers of the Frome, Yeovil and Weymouth Company.

1316. Have you any Act of Parliament sanctioning it?—We have power to enter into an agreement with them.

1317. Not for the purpose of getting their capital?—I believe we have.

1318. By what clause?—Clause 24: "that subject to the provisions, and so far as the same are from time to time applicable for the purposes of this Act, all the provisions, matters and things contained and expressed in the Wilts Acts and the Great Western Railway Act, 1851, respectively, and all provisions, matters and things relating to the portion between Dorchester and Weymouth of

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the Wilts Railway, contained in any other Act or Acts, so far as the same are now unrepealed and in force, and are not inconsistent with the provisions of this Act, shall extend to this Act and the several purposes thereof as fully and effectually as if the same provisions, matters, and things were repeated and re-enacted in this Act, and had specific reference thereto, and as if the company, instead of the Wilts Company, had been originally empowered to construct and maintain the Frome, Yeovil, and Weymouth Railway; and for the purposes of this Act the expression 'The Wilts, Somerset, and Weymouth Railway Company,' and all other expressions and words in those Acts respectively relating to that railway,, shall apply accordingly to the Frome, Yeovil, and Weymouth Railway Company; and the expression 'The Wilts, Somerset, and Weymouth Railway,' and all other expressions and words in those Acts respectively relating to that railway ,shall apply accordingly to the Frome, Yeovil, and Weymouth Railway. That the recited contracts are by this Act confirmed, and shall be binding on the Great Western Company, and on the company as representing the promoters thereof, and on the other parties thereto respectively, and shall be carried into effect accordingly, except so much thereof as relates to granting a lease of the said railway; and no lease of the said railway or any part thereof shall be granted unless or until an Act of Parliament shall be obtained in a future session of Parliament authorising the granting and accepting of such a lease; and no such application shall be made to Parliament for such lease except with the consent of four-fifths at least of the shareholders of the company hereby incorporated, present personally or by proxy, at a meeting specially convened for that purpose: that, subject to the provisions of this Act and the other Acts relating to the railway, the company and the Great Western Company respectively may from time to time, with the consent of four-fifths at least of the shareholders of those companies respectively present, personally or by proxy, at a meeting of each of those companies, specially convened for the purpose, enter into such contracts, with reference to the construction, maintenance and use of the railway, and respecting the purchasing, acquiring and holding of lands for that purpose as the two companies mutually agree on; and all such contracts shall be binding on the two companies, and be carried into effect accordingly; provided always, that until three-fifths of the capital of the company be duly subscribed for, the company shall not begin to execute any of the works by this Act authorised, and the carrying into effect of the recited contracts shall accordingly be suspended." I believe the whole scope of that is to enable the Great Western Company to exercise the powers of that Act, as well as to enable them to do it."

1319. Is there any specific enactment which allows it; is there any contract recited there which enables the Great Western to raise the capital of the Frome, Yeovil and Weymouth?—There is no contract which is recited, but we have entered into a contract, by which their powers and position, in consideration of a certain payment to them, are virtually and fully transferred to us.

1320. Has that contract been sanctioned by Parliament in any way?—It is sanctioned in this Act; my belief is, that under the clause which gave to the two companies power to enter into other contracts, with relation to construction and maintenance for the user of that railway, having entered into an arrangement with them, we have the powers which were conferred upon that company; we believe so.

1321. To the extent of raising their capital?—Yes.

1322. That is your belief?—Yes.

1323. Have the Frome and Yeovil Company raised their capital?—No.

1324. Any portion of it?—No.

1325. Nothing beyond their deposits?—Nothing beyond their deposits.

1326. To whom are the contracts from Frome to Weymouth now let?—Mr. Brunel will tell you that. They are let all over the line from Frome to Weymouth.

1327. You stated to the Committee that it was the intention of the Great Western Company to finish the line from Warminster to Salisbury if this Bill on the table passes?—Yes.

1328. If it does not pass, do you abandon that intention?—I am not entitled to commit the company, except upon this principle: that if the broad gauge to the westward is granted to this company we are prepared to go on and finish the line from Warminster to Salisbury; I have no doubt it will be finished in any case.

1329. Why do you put that condition?—If the narrow gauge lines are brought on

on from Salisbury, direct to Exeter, in another session, to defeat the objects for which their line was originally intended. I cannot undertake to say that the traffic of the district will pay for two lines of railway being made. It was the opinion of the Board of Trade that it would not.

1330. Would you recommend the line from Warminster to Salisbury to be abandoned in that case?—No, I would not recommend it to be abandoned.

1331. Still you make it a condition upon this Bill passing?—I can only speak of the intentions and views of my board of directors; they have considered the subject and they have always intended to finish the line from Warminster to Salisbury, and if there is a doubt thrown upon what their intentions are, I am prepared to commit them to finish the line at once, from Warminster to Salisbury, if the Devon and Dorset Bill is granted.

1332. You yourself throw doubt upon it, by saying if this Bill passes?—I bind the company to do it if this Bill passes.

1333. Who were the local parties whom the directors negotiated with in 1851, to get money for the line from Frome to Weymouth?—There were several people connected with Dorchester and Weymouth more immediately; it was Mr. Elliott, the banker, at Weymouth, and parties connected with Dorchester, Mr. Curry, who represented the Johnston interest at Weymouth; Mr. Porcher was one of them.

1334. That was in 1851?—Yes; I can give you some more names if you wish to have them; Mr. Oswald, Mr. Ackworth and Mr. Floyer.

1335. Are they enumerated in the Act of 1852?—They are not all, but many of them.

1336. That was the Act which sanctioned the agreement which you say you made with them?—Yes.

Cross-examined by Mr. *Hope Scott*.

1337. Supposing you get this line, and supposing, as you are kind enough to say, that upon getting this line you make the line between Warminster and Salisbury, would you propose to take an Axminster gentleman to Salisbury, by means of Westbury and Warminster?—Yes, it would be a very convenient way of doing it.

1338. Taking a gentleman from Axminster to Maiden Newton and from there to Westbury and from there to Salisbury?—Yes.

1339. I suppose you would take a gentleman from Salisbury by way of Westbury and Maiden Newton to Exeter?—In the same way.

1340. It has not occurred to you that you might have shortened the journey by getting your friends, the Bristol and Exeter, to make the line between Castle Cary and Taunton?—No.

1341. It would have done so?—It would have shortened the distance.

1342. Considerably?—It would have shortened the distance.

1343. Salisbury is the place where you think the break of gauge should take place?—Salisbury will be the place where one of the breaks of gauge will take place.

1344. On the supposition that the line from Castle Cary were made, there would be a tolerable broad gauge line between Salisbury and Exeter; would not there?—Yes; that would not accommodate the lower country at all.

1345. It would save a Salisbury man a considerable detour in getting to Exeter?—It would save the Salisbury man who might wish to travel in that way, having to go round to get to Maiden Newton, and so to Exeter, certainly.

1346. I was not present when my learned friend cross-examined you upon that part of the case, I will not repent it if he did; have you any immediate view of making the Castle Cary and Taunton line?—No, that is the Bristol and Exeter line.

1347. Has it not been a subject of discussion between you and your friends, the Bristol and Exeter Company, whether the Taunton and Castle Cary line ought not to be made?—No, we have never discussed it; we have had no communication with them about it at all.

1348. You never urged them to make it?—We never urged them nor dissuaded them from it.

1349. The subject has dropped, simply?—It has dropped.

1350. In the same way that the Westbury and Hungerford has dropped?—Yes.

1351. By coming down and making the line at your joint expense, between Maiden Newton and Exeter, of course it would put the whole of the district between Weymouth and Westbury, and the north and south line, in the hands of the two companies entirely?—The two companies having that line between them, the traffic would pass on to their lines; any traffic which wished to go eastward of Dorchester would come on to your line at Dorchester.

1352. That would be a broad gauge occupation of the country?—Yes.

1353. Rendering impossible I suppose, or almost impossible, the construction of any narrow gauge line between Honiton and Exeter?—I do not think the narrow gauge would try to construct a line through that country, if this Bill passed.

1354. You yourself at one time expressed a rather strong opinion in favour of a competing system of railway?—Where there is a sufficient traffic for two lines, I have always said, that I think competition is desirable; where there is not sufficient traffic for two, I have a strong objection to competition.

1355. Do you reckon that this would be a good paying line?—Not a good paying line; if it pays three or four per cent. it will be about the extreme it will be likely to do.

1356. That is not very bad in these days?—I think it is not very brilliant; it does not show a vast abundance of traffic.

1357. It is as much as the Great Western main line pays?—The Great Western main line would be paying a great deal more were it not for the branches they have made, and the contribution to other railways.

1358. In short, if they had not gone into the principle of competition in the north, they would have been more comfortable in the south?—We have not suffered from competition in the north, we have suffered from contribution to lines like the South Wales and the South Devon.

1359. Supposing there to be sufficient traffic at Exeter from points west of Exeter, you would rather encourage than otherwise the introduction of a narrow gauge competition?—No, I think the narrow gauge is a very bad thing, wherever it is; I think I should encourage broad gauge competition, because they can do it cheaper and better.

1360. Could you find a broad gauge competitor?—No, I do not think you would; I do not think the country would admit of any competition.

1361. You would be charmed to see a broad gauge competition?—No, I should not.

1362. You would not like a narrow gauge one?—I say in a district of country where there is a great abundance of commercial and mineral traffic, and two lines are necessary to carry it on, they should be granted to two different companies; where there is a district like this, where the remuneration will be bare, and where by granting it to the broad gauge, you will prevent rather than increase the break of gauge, you had better make a broad gauge line.

1363. Supposing there should be a competing line, do I understand you to say that you would rather it was a broad gauge competing line?—I think so; it will be better for us and better for the county.

1364. Why better for you?—Because any broad gauge line through the district would bring broad gauge traffic on to our line, or would bring it on to the Bristol and Exeter Railway, and therefore I am of opinion that for this country, of which I am now speaking, to have a broad gauge line, even if it were in adverse hands, would be better for us than the narrow gauge.

1365. I suppose it is upon that principle that you opposed and threw out, upon standing orders, last year, the narrow gauge line along the coast?—We assisted in throwing it out.

1366. Because it is a narrow gauge?—Because it is a narrow gauge, and because we think the country is better off with a broad gauge line.

1367. Not because it is competing?—Not because it was competing only; that was one element in the consideration.

1368. You had an interview with Mr. Scott and Mr. Crombie; do you recollect the date of that interview?—I cannot recollect the date; it is since Easter and before May 1853, and if Mr. Scott himself had not referred to it in the meeting of the South-Western Company I should not have mentioned it myself; whether it was confidential or not I do not know. The facts were these: Mr. Scott and Mr. Crombie, when I was engaged in a Committee here, called me out, and they asked me the question whether the Great Western would forbear for three

or five years, if they would, from making any line through this district: I told them distinctly not.

1369. It is upon that three or five years a difference of opinion exists between those who instructed me and you; are you quite sure that the proposal extended over more than the present session?—I am quite positive about it, and if there was any doubt about it, Mr. Scott's own speech at the meeting would set it at rest.

1370. What does he say?—He says, in a speech he made at this meeting, "The shareholders had signified to the directors the desire that they should attend closely to the development of traffic, and not incur further expenditure, and likewise that they should gladly avail themselves of every opportunity to endeavour to enter into amicable arrangements with other railway companies. The Board had paid implicit attention to these wishes, and whilst doing so they had been assured by those who asserted that they had peculiar means of information on the subject, that if they remained quiet other parties would do the same. They had listened to these remarks, and had paid the more attention to them, inasmuch as they came from a gentleman having considerable influence with the shareholders, who held a seat at their Board. From that gentleman they received assurances, first, that if they remained quiet others would not move; secondly, when the others had begun to move, that it was only from an apprehension of what they (the South-Western) were about to do; and thirdly, that when those parties had gone further, and the Great Western were prosecuting the Devon and Dorset line, to the west of Dorchester, that if the South-Western would give up all intention of ever occupying that district, they would not proceed. When, however, the Bill appeared to be still proceeding forward, in addition to the negotiations opened with the Great Western by Mr. Mortimer in August last, other communications with the authorities of the Great Western were had, and it was discovered that, so far from having a disinclination to proceed with their schemes, they were determined to prosecute the Devon and Dorset line, and run into the Wilts, Somerset, and Weymouth, by which the Dorsetshire and other western traffic might be brought upon the broad gauge into London."

1371. Which passage is it that proves that it was three or five years?—He states it was represented that if the South-Western would give up all intention of occupying that district they would not proceed; then, in a subsequent part of his speech, "he sought out Mr. Saunders, and asked him whether there was any chance of the two companies coming to a truce or armistice by which they might save their money; and he added that he had been induced to do so from having heard from persons supposed to be authorised to make the statement, that the Great Western were not disinclined to such an arrangement." I say Mr. Scott admits the fact that he did make that proposal to me, and I say that he did make the proposal of three or five years.

1372. I am instructed, that the recollection on the other side is totally different?—I have told you mine, and I told him, even without asking any of my directors, I could say unhesitatingly that they would not consent to it.

1373. Did you make any memorandum at the time of what had passed?—No, it was only two months ago.

1374. I believe that the Great Western Company have one set of tolls and the Bristol and Exeter have another set of tolls; they have different tariffs on their lines in point of amount; is not that so?—I think the Bristol and Exeter tolls are higher than the Great Western tolls.

1375. Which of those two tariffs is to be introduced upon this line?—I think it is neither one nor the other; the Great Western tolls are reduced; they were required to be reduced when we opened the Birmingham and Oxford line in the north, and they have been reduced.

1376. Does that reduction extend to the Wilts, Somerset, and Weymouth system?—All the Great Western lines which were then in existence.

1377. That would include the Wilts, Somerset, and Weymouth?—Yes.

1378. You are not going to extend the Wilts, Somerset, and Weymouth tolls to this new line, I gather?—No; the tolls which are put into this Bill are specific tolls, which, I believe, have been framed upon the basis of the Wilts, Somerset, and Weymouth tolls.

1379. That is upon the original Wilts, Somerset, and Weymouth tolls?—Yes.

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1380. Not upon the Great Western tolls?—Not upon the Great Western tolls.

1381. You do not propose, as the Bill is now printed and before Parliament, to extend to this district the benefit of the reduction which has been imposed upon the Great Western line?—We do not propose it; it is a district which will not bear very low tolls.

1382. Is that four per cent. calculated upon this tariff of tolls here?—I do not think with this tariff of tolls, which is a maximum which admits of being higher them the Great Western charge, we shall hope to do more than pay 4 per cent.

1383. The present maximum tolls fixed by Parliament for the Great Western are 2½ *d.* per mile for the express first-class; 2 *d.* for the express second-class; 2 *d.* for the ordinary first-class, and 1½ *d.* for the ordinary second-class. The present Bill proposes a uniform rate on passengers: first-class 3 *d.*; second class 2 *d.*; and third 1½ *d.*?—Yes, they are very moderate tolls.

1384. Can you tell me what the Bristol and Exeter tolls are at present?—Do you mean the maximum power?

1385. Yes.—It would appear to be in the original Act, that locomotive power they are entitled to charge for, independently of the toll and the use of the carriages; for passengers, the sum of 2 *d.* per mile is charged besides the locomotive power.

1386. What is the locomotive power?—That is not limited in the case of the Bristol and Exeter.

1387. The Bristol and Exeter have not had their tariff revised for a considerable time?—No, there is a limit, that it shall not exceed in any case 3½ *d.* per mile, including the toll and the locomotive power.

1388. You propose powers to arrange with the Bristol and Exeter Company as to working this line, do not you?—Yes.

1389. Would those powers enable you to hand over the working of it to the Bristol and Exeter Company entirely?—No, I think not; the intention of it, I think, is to work this line by a joint committee.

1390. Clause 49, is, "That the two companies may hereafter enter into and carry into effect such contracts with each other, as to the use and management of the said line, and the appointments of expenses incident to the said line, and of profits arising thereon, or otherwise in relation thereto, as to them may seem fit; and any such contract, if approved by general meetings of both the companies, shall be binding on both the companies"?—Yes.

1391. You would be able either to take the whole working yourselves into your own hands, or put it into theirs?—We might enter into agreement either for them to work it, or for us to work it; the intention is to work it jointly.

1392. Four per cent. interest is expected for the capital expended upon this line?—That is the extreme amount; we may get three, and we may get four; we shall not get more, I think.

1393. At one time, I think, the Great Western interest promoted a line from Salisbury to Yeovil?—The Wilts, Somerset, and Weymouth had a line from Salisbury to Yeovil.

1394. In what year?—In 1846 or 1847.

1395. You would propose now, to leave that district without any railway?—Yes; I did not think then it would pay.

1396. It certainly would not pay an independent company, I suppose, to make a line between Salisbury and Yeovil?—Neither an independent company nor any other.

Re-examined by Mr. Serjeant *Kinglake*.

1397. You have been asked with respect to a person going from Salisbury to Exeter, whether, if he could get a line from Castle Cary, that would be a shorter line?—Yes.

1398. I suppose that objection applies to most railways; you cannot always go the shortest line?—You cannot always go the shortest line even if it is made; if you take the Trent Valley line, which is a case very much in point, the Trent Valley line was granted as being a shorter line, and after it was made and paid for, and began to be worked, they found that it was more important to send the traffic through Birmingham, in order to accommodate, by a number of trains, the continuous traffic to Birmingham, than to be sending many trains from Rugby to Stafford;

Stafford; the consequence is, as it is notorious to all the world, that the expenditure for the through line has been comparatively useless.

1399. You must look to the position of the country, and other matters, more than to the directness of the line?—Experience has shown us so; in 1845 and 1846, people were mad for direct lines; all subsequent experience has shown, that unless there is abundance of traffic to pay for numerous trains, the public are better served by lines of railway enabling companies to combine trains.

1400. Looking at this district, and at the Devon and Dorset line, in your judgment will the Devon and Dorset line supply the wants of this district?—It will; I believe the Devon and Dorset line will accomplish those purposes; whoever may be residing within the district of Sidmouth, Ottery, Honiton, and Bridport, if they wish to go to the west, they can pass over that line; they can either go down upon the South Devon to Plymouth and to Cornwall, or they can go by the Exeter and Crediton line, and onwards to the north of Devon by Barnstaple and Bideford; then they can go by the Bristol and Exeter railways up to Taunton and Bridgwater to Bristol; then they can come to the eastward, and they can go up by our line to Frome, and so to the north, or down to Plymouth; then, lastly, by stopping at Dorchester, and then going on, they can take the whole of the eastern coast of England. I believe that line accomplishes more advantage than any single direct line could.

1401. Your opinion, as I understand, is, that if a line is made there, it had better be a broad gauge line, inasmuch as there are other broad gauge lines it is brought into communication with?—If the narrow gauge were interpolated, the effect would be that all the traffic in that district to which I have referred, whether going to the east or to the west, must change its gauge wherever the two lines meet; the only traffic that would not change the gauge would be the least important, namely, the traffic going over the Southampton and Dorchester line towards the east coast.

1402. I understood you to say that the Durston and Castle Cary line was one of the Bills which passed Parliament at the time that the narrow gauge had a line from Salisbury to Yeovil, and so to Exeter?—It was passed at the same time with the direct Exeter, Yeovil, and Salisbury; the same fate of course impended over the former that impended over the latter. Money difficulties were very great; they could not get over them; and experience has shown since that those direct lines are not the best lines for the country.

1403. I believe it was a line thrown out rather in opposition to a narrow gauge line then?—It was an alternative line laid before the Committee, and they passed both; the consequence was, neither was made.

1404. I suppose, under the same circumstances, the difficulty of making the line in consequence of the pressure of the times?—Yes; it was no discredit to either the one company or the other; the difficulties were very great, and the eyes of the proprietors were opened afterwards to what had not been seen before.

1405. You have been asked about your powers under the Wilts, Somerset, and Weymouth Act. I believe loan powers still exist under that Act of Parliament?—Yes.

1406. To what amount?—Under the two Acts powers exist for 240,000*l.* extra shares, and all together 600,000*l.*

1407. A question was asked you by Mr. Alexander with regard to your having a Bill in this Session for the Worcester and Hereford line, in which you were under engagement to the extent of 300,000*l.*; is it true that that is thrown out?—Yes.

1408. So that there is an end of that line?—Yes; there is no liability in respect of that.

1409. With respect to the Bradford and Bathampton line, you have been asked as to a mandamus. I believe as long as the Court of Queen's Bench dealt with that matter, there was a question whether the Great Western, or any other company was liable to a mandamus to make lines for which they had obtained Acts?—Yes, that was the decision of the Court of Queen's Bench.

1410. Upon which I believe a good many mandamuses were applied for?—Almost every company, I think was attacked by a mandamus.

1411. But the Court of Appeal, the Court of Exchequer Chamber, has reversed that judgment of the Court of Queen's Bench, and held that the powers granted to a railway company are only permissive?—I understand they have reversed it unanimously.

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1412. I believe in the case of this railway from Bradford to Bathampton, there was a mandamus against the Great Western Company?—I think there is a suit still pending upon that.

1413. I believe it is in the Court of Exchequer Chamber still?—I know it is pending.

1414. You referred to certain liabilities entered into out of what is called the district we had to deal with; whatever those liabilities were, were they in the year 1846?—Those liabilities were undertaken before any difficulties came; they were in 1846. The Great Western Company performed all their liabilities as to the Wilts, Somerset, and Weymouth line. We paid the whole sum that we engaged to subscribe. We assisted them at various times with loans to help them on, but it has never been alleged by the Wilts, Somerset, and Weymouth Company that the Great Western Company resiled from any agreement with them. When they could not get on the Great Western Company took the line out of their hands.

1415. Mr. Serjeant *Kinglake.*] Whatever the Great Western Company were liable to has been paid?—Yes; they have never made any complaint of difficulty from us.

1416. From that time to this, since you have become the owners of the line, you, as a company, have been doing your best to carry out the engagements of that company?—We have, and we will do so.

1417. I may take it that that is the full intention of the company?—That is the intention of the company.

1418. By the *Committee.*] Have you, as secretary of the Great Western Company, or have your directors, any doubts of the sufficiency of the funds at their disposal under the existing Act for fulfilling the engagements they have entered into?—None. We are quite convinced we shall have sufficient funds.

[The Witness withdrew.

Mr. *William Dawson*, Examined by Mr. *Carpenter Rowe.*

Mr. W. Dawson.

1419. YOU are a Surveyor, I think?—Yes.

1420. Residing at Exeter?—Yes.

1421. Have you lived there many years?—I have.

1422. Are you well acquainted with the east of Devon, and that part of Dorsetshire?—Yes.

1423. Have you been over the whole of this line?—I have.

1424. Have you looked carefully at the tables of assents and dissents?—I have.

1425. Deposited by the promoters of this Bill?—Yes.

1426. Referring to the book of reference, and to those tables, have you calculated in length, the miles of assents?—I have.

1427. What do you find the assents to be; how much is the whole line?—The whole line is 58 miles, 3 furlongs and 850 links.

1428. Does that include the branches?—It does.

1429. Out of that how many miles do you find to be assenting?—Forty-three miles, 3 furlongs and 4 links.

1430. Close upon 44 miles?—43 $\frac{1}{2}$.

1431. How many miles of dissent are there?—Four miles, 7 furlongs and 143 links.

1432. Will there remain a certain number of miles from which there have been no replies?—Neuters and no replies.

1433. How many miles?—Five miles, 5 furlongs and 803 links neuters; 4 miles, 3 furlongs and 900 links no reply.

1434. Do you also produce a table compiled from the population returns?—I do.

1435. Can you state to the Committee what amount of population, in Dorset and Devon, in the towns and hundreds of those counties, will be affected by this Bill?—259,100.

1436. By the *Committee.*] In that do you include Exeter; what are the main towns you include?—The hundreds of Fremington, Southmolton, North Tawton, Teignbridge, Exminster, Clyston, Hayridge, Crediton, Wonford, Witheridge, the city of Exeter, the hundreds of East Budleigh, Ottery St. Mary, Colyton, Axminster; the Bridport Division of the county of Dorset, containing the hundreds of

of Bedminster, Forum and Redhone, Eggerton, Gooderthorne, Whitchurch Canonicorum, Broadwinsor, Frampton, Lothers and Bothenhampton and Poorstock, the town of Bridport, the town of Dorchester.

1437. What is the whole amount?—259,100.

1438. What is the population of Exeter out of that?—31,312.

1439. And Bridport?—4,787.

1440. Mr. *C. Rowe.*] I think if I caught some of the names correctly, some of the population you have given is the population which will be affected by the extension beyond Exeter?—Yes, to the northward.

1441. You have taken into account the population upon the extension line, which goes up into North Devon?—Yes.

1442. Which is now under construction?—Yes.

1443. Do you know that fact yourself?—Yes.

1444. Do you know how far it is constructed; when it is likely to be opened?—I only know, as being informed by the engineer, that it is likely to be opened at the end of the year.

1445. By the end of this year?—Yes.

1446. By the *Committee.*] Does this line pass through a great deal of uncultivated ground?—No, I should say it does not; it is very highly cultivated land, all the way from Exeter to Axminster; some portion at the Dorset end is more open, and there are not so many towns upon it as at the other end. But from Exeter to Axminster it is very thickly populated, and a very rich agricultural country. There are other portions of it in the neighbourhood of Poorstock and from there to Maiden Newton, and up the Valley of the River Ax, which are very richly cultivated grounds, though not very populous.

1447. Is the country about Axminster particularly a considerable dairy country?—Yes; the whole tract from Exeter to Axminster.

1448. It exports largely?—Yes.

1449. From Axminster and Honiton?—Yes, all round there it exports very considerably dairy produce.

1450. In the course of your occupation in this matter, have you come a good deal in contact with people along the line?—Yes, I have seen most of them.

1451. The occupiers as well as the landowners?—Yes.

1452. Can you state what the feeling there is about the line?—I should say it is almost general among the landowners; I can scarcely recollect a single instance in which they did not express their approval of it, and their great desire to have it.

1453. This is not the first time you have been in that country about railways?—No.

1454. Do you happen to know that those people are greatly disappointed by what has occurred to them before?—I do.

1455. Their hopes having been frustrated so often?—Yes.

1456. Are they very anxious to realize them at once?—I think so.

1457. I believe you have a plan of the assents and dissents?—I have (*producing the same*).

[*The following Tables were delivered in:*]

DEVON and DORSET RAILWAY.

In the House of Commons.
Session 1853.

Extract from Population Returns of 1841.

The Hundred of Freemington	9,631
The Hundred of South Molton	15,100
The Hundred of North Tawton	13,955
The Hundred of Teignbridge	14,708
The Hundred of Exminster	18,412
The Hundred of Clyston	3,871
The Hundred of Haybridge	13,783
The Hundred of Crediton	12,055
The Hundred of Wonford	30,101
The Hundred of Witheridge	10,805
The City of Exeter	31,312

Mr. *W. Dawson.*

20 June 1853.

The Hundred of East Budleigh	22,001
The Hundred of Ottery St. Mary	4,194
The Hundred of Colyton	8,176
The Hundred of Axminster	14,781
The Bridport Division of the County of Dorset, including the following Hundreds, viz.,	
Beaminster, Forum and Redhone, Eggerton, Gooderthorne, Whitchurch Canonicorum, Broadwinsor, Frampton, Lothers and Botherhampton, and Poorstock	28,179
The Town of Bridport	4,787
The Town of Dorchester	3,249
TOTAL	259,100

APPENDIX (B.)

Table of Assents, Dissents and Neuters.

Description.	Number.	Length.			Contests.		
		M.	F.	CH.	A.	R.	P.
OWNERS.							
Assents	240	43	3	4	472	2	30
Dissents	28	4	7	143	53	1	32
Neuters	66	5	5	803	58	3	25
No answers	26	4	3	900	44	3	2
	360	58	3	850	629	3	9
LESSEES.							
Assents	50	5	2	55	56	1	21
Dissents	2	0	2	460	3	1	5
Neuters	4	0	1	705	2	0	0
No Answers	7	0	4	265	6	1	9
	63	6	2	485	67	3	35
OCCUPIERS.							
Assents	290	32	1	767	340	0	28
Dissents	31	6	1	493	60	3	32
Neuters	83	6	1	981	69	0	15
No answers	85	13	6	609	159	2	14
	489	58	3	850	629	3	9

Cross-examined by Mr. *Johnson.*

1458. Were you in that country in the Great Western interest in the years 1846 and 1847?—I was.

1459. Were you there then also in the Great Western interest?—Yes.

1460. I am afraid you found that the universal feeling was against the Great Western, did not you?—Quite the contrary.

1461. Do I understand you to say that you did not find, in the years 1846 and 1847, when the central line was projected through Salisbury and Yeovil, the narrow gauge line, that persons on that line were almost unanimous in favor of that line?—I can say with truth they were more than two to one in favor of the broad gauge.

1462. What broad gauge?—It was called then the Exeter Great Western.

1463. I am speaking of 1847 and 1848?—I refer to the time when the Exeter, Yeovil and Dorchester line was before the Committee, in opposition to the Great Western.

1464. Do I really understand you to say that in those years, when the narrow gauge

gauge line was projected as a central line through Devonshire and Wiltshire, the public feeling was not greatly in favour of the narrow gauge line?—As far as the landowners went, they were more than two to one in favour of the Exeter Great Western.

1465. Up to what point do you state that?—From Exeter and through Axminster; it then went up to Yeovil; the line did not go in this direction then.

1466. Does the expression "the line" extend from Exeter to Yeovil and no further, or were you at that time in the country between Yeovil and Salisbury?—I was not.

1467. Am I to understand you to say, that whether the Exeter Great Western or the narrow gauge South-Western, the people were strongly in favour of a direct line between Exeter and Yeovil?—They were.

1468. Are you aware that, subsequently to that, Parliament sanctioned a narrow gauge line between those two points?—Yes.

1469. Do I understand you that you have taken into your account of the persons to be accommodated on this line, those who are resident in the north part of Devonshire, towards Barnstaple?—No.

1470. What is the extreme point to which you go?—From Stoke Cannon to Maiden Newton.

1471. Did not I hear you say South Molton?—The table that was put in was the population return of the parties that were likely to be affected beneficially by the construction of this line, but not given as assents.

1472. I did not ask you as to the assents; I understood you to give a return of the number of the population which would be accommodated by the construction of this line?—Yes.

1473. In that category did you include the persons who were resident in Barnstaple and that direction?—Yes.

1474. Did you include the population running north-west and south-west from Barnstaple to Exeter?—Yes, all the way down.

1475. Did you include any of the population to the west of Exeter, that being north-west?—No.

1476. What have you taken as your limit of accommodation within so many miles of the line itself, or what has been your guide in fixing the boundary?—The parishes are taken from the Parliamentary return of the population in those parishes.

1477. When you speak of parishes, do you mean the particular parishes through which the line itself may pass, no matter what portion of that parish you touch, or what extent the parish itself may be?—I apprehend it is so.

1478. Can you tell me distinctly how you have done it?—By enumerating the different parishes upon the line or near it.

1479. You take every parish which the line touches, in your population?—No, that is not so.

1480. Then let me understand upon what principle you have gone; you say those which are upon the line or near it; first of all, I understand what "upon the line" means; you mean where the line passes through any portion of the parish?—Yes.

1481. What do you mean by your definition of "near it;" within what distance of it?—In some instances it has reached the coast, and in others the limit of a few miles, four, five or six miles that were likely to be affected, which had leading roads upon the line which were likely to be affected by it.

1482. You have taken no definite principle, but what in your judgment the number of persons would be who would be accommodated by the line?—I have taken the number of persons from the Parliamentary returns; I have selected the places which would be benefited by it, in my opinion.

1483. You have selected them arbitrarily upon your own judgment?—Certainly not.

1484. Have not you selected upon your judgment such places as you think will be accommodated?—Not entirely upon my own judgment.

1485. Upon what have you gone then; you say you are not limited by distance?—By the towns and hundreds which lie in the immediate neighbourhood of the line, right and left, which I therefore thought would be accommodated by the line.

1486. Which you thought would be accommodated?—Yes.

. W. Dawson.
21 June 1853.

1487. You did not take any particular places within a certain defined distance from the line throughout?—No.

1488. As between Exeter and Yeovil, at least between Stoke Cannon and Maiden Newton, I understand you to say it is a rich district of country?—From Exeter to Axminster it is particularly rich.

1489. Is not a great deal of it pasture land?—Yes, a great deal of it.

1490. Do you know that a great portion of that produce finds its way to London in that direction eastward?—I know that a great deal does find its way to London.

1491. Where does the other portion of it go, which does not go to London; do you know?—I do not know of my own knowledge.

1492. I understand you to say that in the years 1846 and 1847, in your opinion, the landowners were in favour of the Great Western line, as compared with the South-Western?—They were.

1493. Do not you know that there were meetings held in every town and every place of any population at that time, and that the expression of opinion from them was in favour of the narrow gauge system?—Yes, I do.

Re-examined by Mr. *Carpenter Rowe.*

1494. You have been asked about this same narrow gauge system; can you tell us whether the people along this line believe in a narrow gauge line or not?—They do not.

1495. What is their notion about it?—That this is their only chance of having railway communication.

1496. That has been expressed pretty strongly to you, has it?—Over and over again.

1497. What extent of limit have you taken from the line, in taking the population?—I should think in no instance more than three or four miles.

1498. On each side of the line?—Yes.

[The Witness withdrew.

[Adjourned to To-morrow, at Twelve o'clock.

Martis, 21° die Junii, 1853.

WILLIAM BECKETT, Esq., IN THE CHAIR.

Isambard Kingdom Brunel, Esq., Examined by Mr. *Carpenter Rowe.*

K. Brunel, Esq.
21 June 1853.

1499. YOU are Engineer to the Great Western Railway Company, as we all know, and you have constructed that line?—Yes.

1500. I believe you were also engineer at one time to the Bristol and Exeter Company, and constructed that line?—Yes, I originally constructed that line.

1501. Were you also engineer of the Wilts, Somerset, and Weymouth Railway?—Yes.

1502. Did you lay out for that company the whole of their lines?—I did.

1503. Did you proceed in the construction of those lines till they were transferred by the Wilts, Somerset, and Weymouth Company to the Great Western Company?—I was their engineer till then; the works had become delayed and suspended prior to the transfer to the Great Western.

1504. Such works as were conducted were done under your superintendence?—Yes.

1505. Since that transfer to the Great Western Railway Company have the works been resumed under your auspices?—Those that were in progress at the time

time were proceeded with, and, after an attempt to get the line completed through a new company, and which failed, under the direction of the Great Western Company I proceeded to make contracts for the Great Western Company for the completion of the line.

1506. Drawing your attention first to the main line of the Wilts, Somerset and Weymouth, what is the state of things between Chippenham and Frome?—That is open. The line leaves the Great Western at three miles from Chippenham, but all the trains run from Chippenham, therefore we may speak of it as from Chippenham. From Chippenham to Frome is open, and from Chippenham to Warminster, which branches off from the Frome line at Westbury. The line between Frome and Radstock is just being completed, and that will shortly be opened.

1507. By the *Committee.*] It is nearly completed?—Nearly completed.

1508. Mr. *C. Rowe.*] Between Bruton and Weymouth?—Between Frome and Weymouth the line is in this state, that as between Weymouth and Dorchester about two-thirds of the works are completed. Those are heavy works, and they are now going on again under a fresh contract; between Dorchester and Maiden Newton the line is nearly completed.

1509. By the *Committee.*] From Weymouth to Dorchester is two-thirds finished?—Yes; the works are heavy; it is under contract to be finished in about a twelvemonth, I think, between Dorchester and Weymouth.

1510. Between Dorchester and Maiden Newton the works are almost completed?—Yes; we are just going to let the ballasting and the finishing of that part, the works themselves being nearly finished, and having been paid for to a former contractor some time ago. Between Maiden Newton and Yeovil the works have been completed in scattered portions, and the finishing of them is let and is in progress. Between Yeovil and Bruton the work also has been executed in scattered portions, and we are just going to let the finishing of it.

1511. By the *Committee.*] Can you give the Committee any notion when the two last portions will be finished from Maiden Newton to Yeovil, and Yeovil to Bruton?—About a year between Bruton and Frome; a deviation had been applied for in Parliament in the original line, which led to a delay originally in that part, and the consequence has been nothing was done there between Bruton and Frome.

1512. And nothing is doing?—The whole of that has been let by contract, and is in full operation; but that is the only part of the line upon which two years ago nothing had been done.

1513. Is it let now?—It has been let some time; that will be the last part, and I think the contract for it will expire in about 15 months; from 15 to 18 months.

1514. Had you to go to Parliament to change the line?—Yes, we had; in 1847 we went to Parliament for that deviation.

1515. Mr. *C. Rowe.*] I collect from you that, in point of fact, you are in possession of land all the way down from Frome to Weymouth?—Yes.

1516. Can you give the Committee a notion when the whole line probably will be open from Frome to Weymouth?—By the end of next year, at least that is the period when the contracts expire; assuming that there should be any little failure in one of them, it might take us three months into 1855.

1517. By the *Committee.*] The contracts are all being proceeded with, are they?—Yes.

1518. Mr. *C. Rowe.*] I understand you to speak of the branch to Radstock as being in a very forward state; when do you apprehend that it will be open?—As quickly as we can lay the permanent way; I suppose in two months, or from that to three months. I should observe that we are also proceeding at present with the Devizes branch on the Westbury line.

1519. By the *Committee.*] The Radstock branch goes to the coal district?—Yes; and Devizes is a corn market.

1520. Mr. *C. Rowe.*] Assuming this Radstock branch to be opened, what will be the distance by railway from the Radstock collieries to Maiden Newton?—I think about 45 miles.

1521. Will that afford the means of supplying extensively all that district with a cheaper rate of coal than they get it at present?—Yes; unquestionably it will.

1522. Going off from Yeovil, you see the line which we know as the Durston branch?—Yes, the Durston and Yeovil.

K. Brunel, Esq.

1 June 1853.

1523. That is a branch of the Bristol and Exeter line?—Yes.

1524. Do you know in what state that branch is?—That is nearly finished; it will be opened, I believe, in August.

1525. By the *Committee.*] In August of the present year do you mean?—Yes.

1526. Mr. *C. Rowe.*] From 1846 to the present you have been much engaged in considering lines in this district as between Dorchester and Exeter?—Yes, I think ever since 1845.

1527. Are you consequently well acquainted with the district?—I know the ground thoroughly.

1528. And I take for granted you have turned your attention to the course of the traffic through the district?—Yes.

1529. You are the engineer of this present line which we are now submitting to the Committee from Maiden Newton to Exeter?—Yes.

1530. Have you laid it out in such a manner as best to accommodate that district, and the traffic?—As a line running along the southern coast, and communicating between Dorchester and that neighbourhood and Exeter, I think it is laid out in such a way; my endeavour has been to lay it out in a way to give the greatest amount of accommodation to the district, consistently with certain rules laid down in a military point of view, which I have followed in laying out the line.

1531. Have you been influenced in the mode of laying out that line to a certain extent by your communications with the military authorities?—Yes; two years ago I went to the Ordnance-office on the subject of the Bill of last year, before finally depositing the plans for Parliament. I communicated with the office of the Ordnance to ascertain their views with respect more particularly to the approach that we should make to the actual coast. It would have been rather better for the railway company, I think, if we had taken the main line to Bridport itself instead of having a branch to Bridport. That was one particular point. I therefore had the plans of both prepared, and submitted them to the authorities of the Ordnance. They expressed an opinion which had been previously expressed the year before, that they would rather a coast line kept a few miles in shore, with drop lines down to the ports. We therefore adopted our inner line to Bridport instead of the curved line, which would have taken the main line through Bridport.

1532. We have heard in this room something about another coast line; did that other coast line take the curved direction which you speak of towards Bridport?—Do you mean the coast line of last year?

1533. Yes?—That line went direct from Dorchester; and about the letter T.; in Bridport it dropped down to the coast, and then went up to Axminster, and up to the northern part of this line, exactly the same as the present one; the only difference was in that part, that as between Dorchester and a village called Betscombe, to the east of Bridport, they dropped down, and came close to the coast at Bridport. We, by going from Dorchester to Maiden Newton and Poorstock, keep further from the coast. Then we have a branch down to Bridport.

1534. You have given the Committee your reasons for so doing; independently of those reasons, do you happen to know that the line of coast from Bridport away towards Weymouth is destitute of any harbour; it is one long beach, is not it?—Yes.

1535. From Bridport to Weymouth?—Yes.

1536. There is neither a harbour nor a town there, I think, of any sort?—No.

1537. By the *Committee.*] Was the line last year promoted by this company?—No.

1538. Mr. *C. Rowe.*] What is the length of the whole line from Maiden Newton to your junction?—From Maiden Newton to Stoke is $47\frac{1}{2}$ miles.

1539. In laying that line out, has it been a matter of consideration for you, to complete the link which was wanting on the broad gauge communications to the west?—Yes, the proposed line joins the Wilts, Somerset and Weymouth at Maiden Newton, and joins in also with the Bristol and Exeter at Stoke Cannon, about three miles from Exeter; the consequence of that is, that it forms a continuous line with all the existing railways westward of Exeter.

1540. Without a break of gauge at Exeter?—Without a break of gauge at Exeter; most of the other lines which have been proposed between Dorchester and Exeter have terminated on a high ground on the east side of Exeter, with a spur running round the town or through the town, to get down to the Bristol and

Exeter

Exeter railway, but the main line terminating on the high ground to the east. By running into the Bristol and Exeter, north of Exeter, we get as short a line as any of those that have been proposed, and yet we communicate completely with the Bristol and Exeter Railway; and communicate also, if we choose, even without going into Exeter, with the Exeter and Crediton, and the North Devon Railway, which runs from there into the north of Devon, and which branches out of the Bristol and Exeter, about a mile north of Exeter.

1541. So that you get, in point of fact, by the Bideford Extension, which we have heard of this year, to Bideford by the broad gauge, and eventually to Falmouth, through Plymouth and Truro?—Yes, from Exeter to Falmouth is now made and making the whole way.

1542. Alluding to that point at Exeter, you come in at Stoke Cannon, you say, and enter Bristol by the Bristol and Exeter Railway?—Yes.

1543. You come down the valley of the Exe?—Yes, the east side of Exeter is very high; we avoid that high ground.

1544. We have heard from other witnesses that the locality of that station, with the river on one side and the turnpike road not far from it, would be very unfavourable for a break of gauge; there is not any great room for development?—There is no spare room at the Exeter station, but I do not know anything peculiar about it.

1545. As compared with Dorchester?—At Dorchester there is a large open piece of ground.

1546. At Dorchester, the point where the Southampton Railway now terminates is in an open field, is not it?—It is in open ground.

1547. So that there is ample space?—Yes.

1548. That being the length of the main line, what is the length of the branch from the main line to Sidmouth?—Seven miles.

1549. What is the length of the branch to Bridport?—Four miles down to the port of Bridport; there is Bridport town, which is just inside, and then there is a small port on the sea coast, about a mile from Bridport town; the branch goes through the town and down to that port, and altogether it is about four miles.

1550. With regard to the engineering works on the line, does the line, as you have laid it out, present any great engineering difficulties?—No, there is nothing in the country the whole way; it is not an easy country of course, but there is nothing very peculiar; it is a line of country which has been thoroughly ransacked by railway engineers for the last eight years, and therefore there was no great difficulty in selecting the best. I think almost every field along the whole line has been surveyed and counter-surveyed, and levelled and checked by Mr. Locke and other engineers, and myself, for the last five or six years.

1551. That has given you ample security for getting the very best course?—Yes.

1552. That being so, what is your estimate for the work?—The estimate as deposited, is 1,000,000 *l.*; the estimate of the works amounts to 906,000 *l.*

1553. By the *Committee.*] Does the 1,000,000 *l.* include the whole, the main line and the branches?—Yes, it includes the whole.

1554. Mr. *C. Rowe.*] Can you give that more in detail if required?—I can give it in detail, but I imagine there is no question about it; the estimate is a large one.

1555. You think it ample for the purpose?—Yes, the estimate is a large one; the prices are full, and everything allowed fully; I do not suppose there is any question upon it.

1556. You know Weymouth well?—Yes.

1557. A double gauge has been conceded from Weymouth to Dorchester, I believe?—There is power to the Dorchester and Southampton Company to require, if they wish, the mixed gauge to be laid between Dorchester and Weymouth; the Board of Trade determines who pays for it.

1558. Do you know the present condition of Portland, that it is become the centre of great establishments?—Yes, there is a large harbour of refuge making there, and it is expected to be a centre for troops and other things, I believe.

1559. By the *Committee.*] You say the mixed gauge has been conceded between Dorchester and Weymouth; do you anticipate great inconvenience from that?—No, it is a question expense.

1560. It will be easily managed?—Yes.

1561. There is no great danger in it?—I am not aware of any.

1562. Mr. *C. Rowe.*] You say it is contemplated to make Portland a considerable depôt?—It is generally understood so.

1563. All those circumstances considered, in your judgment is it much more convenient, if there must be a break of gauge, that it should be at Dorchester rather than at Exeter?—I think there is no question, if you look at the map generally of the existing lines, that if a line between Dorchester and Exeter is to be made, the least break of gauge will result from this being a broad gauge line. The communication from the north, the midland counties, and the west, and everything, will be kept up continuously from its being a broad gauge line; whereas, by its being a narrow gauge line and not a broad line, nine-tenths of the traffic which communicates with it would be cut off by the break of gauge. A small map of England shows that more completely than a mere local map; the communication with London and the midland districts, with Birmingham and the north, and with South Wales and the west, being all broad gauge; any part, such as Honiton, or Axminster, or Bridport, or Sidmouth, would have a break of gauge by whichever north line anything came down, if the narrow gauge were constructed. If it were narrow gauge, the only district that it would connect with, would be Southampton and Dorchester.

1564. By the *Committee.*] Would a person travelling from Yeovil to Exeter, necessarily go to Weymouth or Dorchester?—No, he might go by Taunton; it would depend upon which train suited him best.

1565. Would there be accommodation for him to go to Maiden Newton, and then turn to Exeter; or must he go to Dorchester?—Of course there would be accommodation at Maiden Newton, but in point of distance, I suppose Taunton would be almost the nearest from Yeovil.

Cross-examined by Mr. *Forsyth.*

1566. I believe you have been from the first the engineer of the Wilts, Somerset and Weymouth line?—Yes.

1597. That line was projected, or rather a line was projected in that country, I believe, originally in 1844?—1844 or 1845.

1568. Do you remember a meeting at Salisbury at which you were present with Mr. Saunders?—Yes; I do not remember the year.

1569. I believe when that project first came before the public in 1844, it was not a project connecting Chippenham with Weymouth at all; but a project connecting Chippenham by way of Warminster with Salisbury, and with Frome, by means of a branch to Westbury?—Part of your question assumes a correct fact, and part not. That was exactly the same scheme as at present, and yet it was, as you say, only going to Yeovil to Salisbury. I will explain now: Mr. Saunders in fact did explain it. The scheme originally was, as it is now, a joint arrangement of lines, partly of the Bristol and Exeter, and partly of the Great Western; but at that time the Bristol and Exeter Company were to carry their line from Bridgwater through Yeovil to Weymouth, and the Great Western was to do the rest. Then I think it was at the suggestion of the Board of Trade that it was determined the Great Western should go down to Weymouth, and the Bristol and Exeter make the Yeovil and Taunton line; I was engineer to both the companies at the time, and the whole project was as nearly as may be, in its general principle, the same as the present.

1570. Would that project have filled up the gap between Frome and Yeovil?—I think so.

1571. In what way?—I think there was a line from Frome to Yeovil.

1572. Are you quite sure?—No, I am not quite sure; I do not exactly remember how the connexion would otherwise have been between the two.

1573. Are you aware of any company being formed to connect Frome and Yeovil at that time, or of there being any plan in existence connecting those two places?—I think there was.

1574. Can you speak positively?—I can only speak positively as to what my impression is of what was passing in my mind, as adviser to the two companies, and what they proposed; but when they did finally determine what they would do, and after communication with the Board of Trade (because it resulted a good deal from communications with the Board of Trade and the South-Western Company), it ended in this; the exact stages by which it arrived at this I do not recollect.

1575. When

1575. When the project first came before the Salisbury and Wiltshire public, at the meeting you attended for instance, was anything said with regard to any connexion between Frome and Weymouth?—I should have thought there had been, but I do not recollect.

1576. The scheme before them then, in fact, was a line connecting Chippenham with Salisbury and Chippenham with Frome, by way of Westbury also?—I have no doubt, in talking to the Salisbury public, we spoke of that which interested them, which was the Chippenham to Salisbury part of the line; and possibly so much weight might not have been attached to the Frome and Yeovil parts.

1577. You caught them with the most attractive bait, I have no doubt?—That is misinterpreting what I said. In talking to them of a general system of railways, we naturally talked to them of that which interested them most.

1578. You have not opened a mile of that?—Not between Frome and Weymouth.

1579. Not between Warminster and Salisbury?—No.

1580. We are now talking of 1844. When you came to Parliament, in 1845, with your scheme, did the scheme not embrace a connexion between Chippenham by way of Frome with Weymouth?—Yes.

1581. In fact the Wilts, Somerset and Weymouth line?—Yes.

1582. Do you know whether, when your line embraced a larger scope than merely from Chippenham to Salisbury, by way of Warminster, and was extended on by Frome to Weymouth, some of the Salisbury projectors on the committee did not withdraw from your scheme?—I was not aware of it.

1583. The line sanctioned by Parliament in 1845, was, you tell the Committee, the same as that which we have always called the Wilts, Somerset and Weymouth Railway; the main line of that, as I understand, is the line by way of Warminster to Salisbury, and from Westbury by way of Frome down to Weymouth?—Yes.

1584. I suppose those are the two main trunks of the line?—Yes.

1585. Will you tell the Committee exactly the lengths of those two main lines, as I will call them?—From Thingley to Warminster——

1586. Call it Chippenham, if you please?—You had better have it from the point of junction; from Thingley to Westbury, in round numbers, it is 14 miles; from Westbury to Weymouth is 59 miles.

1587. From Westbury to Salisbury?—From Westbury to Salisbury is 24 miles.

1588. That disposes of the main lines?—Yes.

1589. How many branches had you in connexion with your two main lines?—There was the Devizes branch.

1590. Give us the length of that?—It has been altered since.

1591. I want to know it as it stood in the Bill which was passed into an Act of Parliament; we will come to the alterations afterwards?—Do you want it very exactly?

1592. No; to a mile or so?—Eight miles.

1593. You call that the Devizes branch; will you tell the Committee at what point it struck off from the main line to Devizes?—From Melksham.

1594. That was eight miles?—Yes.

1595. Now go to the next branch?—The next branch was the Radstock branch, which was $8\frac{3}{4}$ miles.

1596. That is from Frome to Radstock?—Yes.

1597. What you call the Colliery branch?—Yes; the next branch was the Sherborne branch, $3\frac{3}{4}$ miles, and the next was the Bridport branch.

1598. How many miles was that?—Eleven and three-quarter miles.

1599. Have not you omitted one branch, from Stamerton to Trowbridge?—That was not in the original Wilts and Somerset Bill; that was from Stamerton to Bradford; that was $1\frac{3}{4}$ mile.

1600. That exhausts the whole mileage of the Wilts, Somerset, and Weymouth Act?—Yes.

1601. By the *Committee.*] That is what was projected in 1844?—In 1845.

1602. Mr. *Forsyth.*] That embraced all the lines sanctioned by the Act of 1845, which Parliament has called the Wilts, Somerset, and Weymouth Act?—Yes.

1603. Going to the following year, 1846, did not Parliament then sanction the Great Western Company making a branch from Bradford to Bathampton?—Yes.

1604. Bathampton is close to Bath, is not it?—Within three or four miles.

1605. I believe

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1605. I believe your Act of 1845, the Wilts, Somerset, and Weymouth Act, had a section or a clause in it requiring you to apply to Parliament in 1846] for powers to construct that very branch?—Yes, there was a clause forced into it.

1606. "Be it enacted, that the company shall, and they are hereby required to take all the necessary steps for an application to Parliament in the next session, to construct an improved communication from the said railway towards Bath and Bristol, in such line as shall be approved of by the Board of Trade"?—Yes.

1607. Was that Bathampton and Bradford line the line which you applied for and sought in compliance with that requisition?—Yes; it was forced upon us by some interests in the neighbourhood.

1608. Give us the length of that line, if you please?—Eight and a half miles.

1609. I believe in the same session of Parliament you obtained powers to make a line or a branch from Weymouth to Melcombe Regis?—That is a little extension into the town of Weymouth; Melcombe Regis is a part of Weymouth.

1610. What is the length of the line?—It is 56 chains.

1611. Less than a mile?—Yes.

1612. I believe that was all the mileage that by the Bills of that session you were authorised to make?—I suppose so.

1613. In the next year, 1847, were not the Great Western Company authorised to construct a branch called the Radstock and Twerton Branch?—Yes.

1614. That would, in fact, as I understand it, have been a continuation of your Frome and Radstock branch, connecting Radstock with the neighbourhood of Bath?—It would have done that.

1615. How far is Twerton from Bath?—The point of divergence may have been three miles.

1616. What is the length of that Radstock and Twerton branch, passed in 1847?—Ten and a quarter miles.

1617. In the following year, 1848, I believe the Great Western Company obtained powers to make a line called the Berks and Hants Extension?—Yes.

1618. In order that the Committee may understand the exact termini of that line, was not it a line connecting Hungerford with Westbury?—Yes.

1619. With a branch going through Devizes, joining the Wilts, Somerset, and Weymouth line?—A branch going to Devizes.

1620. At Devizes I suppose it joined the Devizes branch of the Wilts, Somerset, and Weymouth Railway?—Yes.

1621. Give us the length, if you please, of what we will call the Hungerford and Westbury line?—Thirty-three miles.

1622. And the branch to Devizes?—Two miles.

1623. That is all I will ask you as regards the Great Western and the Wilts, Somerset, and Weymouth; I believe you are also the engineer of the Bristol and Exeter Railway Company?—I was originally; I am not now.

1624. That of course is a broad gauge line?—Yes.

1625. Do you remember a branch called the Bristol and Exeter Durston branch?—Yes; I laid it out, I think.

1626. In what year did you lay it out, or rather in what year did you obtain your Act authorising you to make it?—In 1845.

1627. You say you laid it out; when did you do so?—I suppose in 1844.

1628. What is the length of that Durston branch, from Durston to Yeovil?—About 22 miles, I believe.

1629. The next year did not the same company get powers to make a branch from that Durston branch, called the Crewkerne branch?—In 1846 there was an Act to make a branch from that Durston branch to Crewkerne.

1630. What is the length of that branch?—Eight and a half miles.

1631. In 1848, did not that same company, that is to say, the Bristol and Exeter Company, get powers to make a Taunton and Castle Cary branch?—I think they did.

1632. You will see it on that plan, the dotted line; can you tell the Committee the length of that line?—I suppose it is about the same length as the Yeovil line, 22 miles, or not quite so many miles; about 20 miles, I should say.

1633. Did not that company in the same year get powers to make a branch called the Bleadon, Wells and Street line?—Yes.

1634. What was the length of that?—Twenty-one miles.

1635. By the *Committee.*] This was in 1848?—Yes.

1636. Mr. *Forsyth.*] That the Committee may clearly understand what the line

line was, is not it a line striking off from the Bristol and Exeter line, between Durston and Bristol?—Yes.

1637. Have they not also lately, I believe last year, or the year before, obtained powers to make a line called the Highbridge and Glastonbury?—That was sanctioned in 1852; last year.

1638. That is a line connecting Highbridge on the Bristol and Exeter line of railway with Glastonbury, is not it?—Yes.

1639. Is that a line belonging to the Bristol and Exeter Company?—Yes.

1640. What is the length of that line?—I suppose it is 12 miles.

1641. With reference to these lines of which we have been speaking, will you just confine your attention to the Wilts, Somerset and Weymouth line; it has been already proved, I believe, that the line has been completed and opened from Chippenham to Frome, and from Chippenham to Warminster?—Yes.

1642. And not beyond that?—No.

1643. Will you tell the Committee exactly, according to the estimate, how much it will take to complete the main line between Frome and Weymouth?—I think about 500,000 *l.*

1644. By the *Committee.*] In addition to what has been done?—In addition to what has been done.

1645. Mr. *Forsyth.*] What will it cost to complete the line from Warminster to Salisbury?—About 200,000 *l.*

1646. The two together making a sum of 700,000 *l.* to complete what we have called the main line, the original scheme between Chippenham and Weymouth, and Chippenham and Salisbury?—Yes.

1647. Of the branches whose lengths you have given to me, lately belonging to the Wilts, Somerset and Weymouth line, how many have been abandoned?—What do you mean by abandoned? The Sherborne line is the only one, I apprehend, which may be called abandoned; I do not remember how our powers are with respect to the Sherborne branch.

1648. The first line I asked you about was the Devizes branch?—Those distances which I gave you just now, will you take them in the order of them; the distance to Westbury is finished and open.

1649. That is 14 miles?—Yes; and Westbury to Weymouth. Of that from Westbury to Frome is finished and open 5¾ miles; the rest is being proceeded with. The next piece was from Westbury to Salisbury. Of that it is finished and open up to Warminster, which is 4¼ miles, and the works are about half done between Warminster and Salisbury. Then, the Devizes branch is being constructed.

1650. What is the cost of it?—I do not remember what has been spent upon it; I think the estimate for the completion of that branch is 60,000 *l.*

1651. Take the next branch in order which you mentioned?—The Radstock branch, I stated before, is just finished. Upon the Sherborne branch nothing has been done.

1652. Is that abandoned; have the powers expired?—Yes, the powers have expired.

1653. By the *Committee.*] Now the Bridport branch?—The powers have expired.

1654. The Bradford line?—The Bradford branch has been finished for a long time, but not open.

1655. Mr. *Forsyth.*] No more cost has to be incurred in that?—Nothing more, I believe, or very trifling.

1656. I should like to know what it is, if anything is to be incurred?—I do not know; the works are finished, the contractor is paid, and I believe the station is built. Whether there may be some little things to be paid for I am not sure. About half the rails are laid.

1657. By the *Committee.*] The Bradford and Bathampton line?—The works are about one-third executed.

1658. Are they in progress?—No; nothing is being done at present.

1659. Mr. *Forsyth.*] Have your powers expired with regard to the construction of that line?—I think not.

1660. How long have the works been suspended?—Two or three years.

1661. What progress had you made when they were suspended?—I said about one-third.

1662. Do you mean the earth work and embankments of the line were made?—A good deal of the work was done. The aqueduct under the canal was finished.

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1663. Is the land all purchased?—No, it is not all purchased.

1664. You have not purchased all the land, and you say you have made about one-third of the works?—About one-third.

1665. The powers are gone, are not they?—The powers for the compulsory purchase are gone, but not the powers for construction.

1666. Unless you could get the land by agreement you must have another Act?—There may have been notices served, in which case we could be compelled to buy.

1667. By the *Committee.*] From Weymouth to Melcombe Regis, what has been done?—Nothing.

1668. Mr. *Forsyth.*] What would be the cost of completing the line from Bradford to Bathampton, supposing you were to complete it, and your powers had not expired?—The powers of construction are not expired; there is another twelvemonth to run till August 1853. The powers of purchasing land compulsorily have expired. Whether we have or have not given notice for all the land, I cannot say.

1669. Having given the Committee that answer, tell me what it will cost to complete that line, your powers of execution still remaining in the company?—To the best of my recollection about 100,000*l.*

1670. To complete the line?—Yes.

1671. Now, take the rest, the line from Radstock to Twerton?—Nothing has been done between Radstock and Twerton.

1672. By the *Committee.*] How are the powers there?—I believe the powers are expired.

1673. Mr. *Forsyth.*] That you do not contemplate finishing?—The powers are expired; you may judge for yourself.

1674. By the *Committee.*] Have the powers for construction expired?—Yes.

1675. Mr. *Forsyth.*] What would be the cost of making the line from Weymouth to Melcombe Regis; is that line abandoned?—The powers are expired.

1676. What is the estimate for that?—£.6,000; it was a little spur thrown out from the station at Weymouth down to the waterside at Weymouth.

1677. Still it is a line of railway that costs money?—If it be made.

1678. Now, the Berks and Hants, 33 miles; what would be the cost of completing the Berks and Hants?—The powers are expired for that line.

1679. From Hungerford to Westbury?—The powers for compulsory purchase have expired.

1680. What was your estimate for the construction of the Hungerford and Westbury line, with a branch to Devizes?—£.600,000; I think the powers for it expire the 22d of next month.

1681. We will now take the lines of the Bristol and Exeter Company; first of all, the Durston and Yeovil branch; what progress has been made in the construction of that line?—It has been finished.

1682. At what cost?—I do not know.

1683. Is any more cost due to that line?—To finish it?

1684. Yes?—I have no doubt there are balances to be paid to the contractors.

1685. Do you know at all what they are?—No; they cannot be anything very large, I dare say; but I do not know what they are.

1686. Now the Crewkerne branch?—That has not been made.

1687. Is it abandoned?—I suppose so; no powers are taken to raise money for the construction of it, and I suppose it is abandoned.

1688. What was the estimate for that Crewkerne branch?—I do not know.

1689. In what state is the Taunton and Castle Cary line?—Nothing has been done, nor likely to be.

1690. That we may call practically abandoned?—Yes.

1691. What was the estimate for that?—I do not know.

1692. Were not you engineer for it?—No.

1693. Would you give me the same answer as to the Bleadon, Wells and Street line?—I do not remember what the estimate was.

1694. In what state is it?—Nothing was done, and nothing, I suppose, is likely to be done; it has been rendered unnecessary by what has occurred subsequently.

1695. High Bridge to Glastonbury; did the Bristol and Exeter Company obtain that Act last year?—Yes.

1696. Is

1696. Is that in a forward state?—No; it is about being made.

1697. Has anything been done?—I believe something has been done.

1698. Is the land purchased?—I do not know the state of it; they are going on with it in the ordinary course.

1699. Is it let to contractors?—I believe so.

1700. What is the name of the engineer of the Bristol and Exeter Railway Company; is it Mr. Gregory?—I think he was at that time; he is not now.

1701. How long has he ceased to be so?—I do not know.

1702. You do not know whether he is to be called to-day?—I do not know; I understood he was going to be called by you.

1703. With respect to the Warminster and Salisbury connexion; are the works there in progress?—No.

1704. How long have they been stopped?—Several years.

1705. By the *Committee.*] What is the High Bridge and Glastonbury line to cost?—I do not know; I dare say I can learn it for you; I am told about 70,000*l.*

1706. What is the name of the engineer of the Bristol and Exeter Company now?—Their resident engineer now, who conducts their works for them, is Mr. M'Donald.

1707. You say the works upon the Warminster and Salisbury line have been suspended for several years?—Some considerable time; between two and three years.

1708. The works, you tell us, are in progress between Frome and Weymouth?—Yes, the whole line.

1709. How long is it since they have been recommenced on that line?—I think upon the Weymouth and Dorchester part I arranged with the contractors to proceed with it late in last year.

1710. Was that the first time when they were recommenced after being suspended?—There has been a little doing.

1711. A very little, I think?—A very little. I did not know what the object of your question was, and therefore I wished to give a perfectly correct answer. There has been a little doing, a bridge being done here and there, but otherwise the works have been standing between Frome and Weymouth. Late last autumn it was determined to proceed with them by the Great Western Company, we having failed in the attempt to get them proceeded with by the other company.

1712. For how long had the works been suspended after you obtained your Act up to last autumn?—I suppose two or three years.

1713. As I understand, after you got your Act you went on with the works for two or three years; then there came a suspension of two or three years, and the suspended works were resumed last autumn?—Yes; we went on as long as we had any money, and then we stopped.

1714. Of course, in the first instance you let your works to certain contractors?—Yes.

1715. Are they the same contractors who are now proceeding with that part between Frome and Weymouth?—Between Dorchester they are; not anywhere else, I think.

1716. I want to know what became of the contract between Frome and Dorchester?—Between Frome and Bruton there was nothing done, and therefore there was no contract; south of Bruton I do not remember what arrangement I made with the contractors. However, between Bruton and Dorchester I made such an arrangement as I could with the contractors to stop their works; between Maiden Newton and Dorchester there was no arrangement made, but the contractors stopped when we did not find any more money, and the matter of compensation was left to reference. Between Dorchester and Weymouth the contractors just jogged on a little; the works there have never been, except for a short time, actually suspended.

1717. Those contractors who had taken the work between Frome and Dorchester are not the same contractors, you tell us, who are now going on with the work between those two points?—I do not believe anywhere we have the same.

1718. Who is the principal contractor who has taken the work between Frome and Dorchester?—I suppose Mr. Crawford.

1719. Is not there a Mr. Penistone?—Yes.

1720. Is not he one of the principal contractors?—Between Frome and Castle Cary is let to a Mr. Crawford; the bit between Castle Cary and Yeovil we are only

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only just going to let; I do not know who will take it; and the piece between Yeovil and south of Yatminster is let to Mr. Penistone to finish; from there, south again to Maiden Newton, is let to a Mr. Burke; from Maiden Newton to Dorchester I have the contract under arrangement, and I cannot say yet who it is let to.

1721. Confining your attention, if you please, to that part, did not you tell the Committee that from Maiden Newton to Dorchester was nearly finished?—Yes; we are going to let the ballasting.

1722. I believe Mr. Penistone contracted from Yeovil to Dorchester?—No; I do not know what hangs upon Mr. Penistone's name; he had the contract for keeping the fencing and the works in order between Yeovil and Dorchester while the works were suspended; so far, therefore, he had the occupation of the ground, and may have grazed upon it, perhaps, which may have led to the questions I heard asked about the letting of the land.

1723. Do you know whether he has offered to let land, on which he is the contractor, to neighbouring landowners?—No; if he had, I should have stopped it.

1724. As a matter of fact you tell the Committee if he has done so, it is not with your knowledge?—I do not believe he has done it.

1725. You do not know the fact?—I do not believe he has done it, therefore I do not know the fact; if he had done it, it would have been taken out of his hands immediately, and he would have lost by it; while the works were suspended he had a contract to keep the fencing in good order, and to watch the works till we should recommence. The prospect of recommencing was foreseen, because his contract was terminable at any moment when we proceeded with the works, and it has so terminated; we have taken it out of his hands, and are proceeding with the works.

1726. You have told us the state of things in regard to the contracts for the works on what I have called your main lines; are the works on the different branches, of which the powers are not expired, in the hands of contractors?—We had better take specific ones; the Devizes branch, I have stated, is in the hands of a contractor.

1727. When will it be opened?—In 15 months from the commencement of his contract.

1728. When was that contract commenced?—I suppose it will not date back above a couple of months when we put him in possession.

1729. Thirteen months from the present time?—Yes; because there was a difficulty in getting possession of a bit of land, which may delay the period.

1730. Directing your attention to Bath; supposing a traveller wishes to go from Bath to Southampton, how is he to get there?—I suppose he goes by Reading; I really do not know.

1731. Supposing you wanted to go from Bath to Southampton, how would you go?—I am sure I do not know.

1732. In fact, then, there is no proper communication between Bath and Southampton of a railway kind?—I suppose I should go to Westbury, and get across to Salisbury.

1733. How are you to get from Westbury to Salisbury?—I should either go in a stage-coach, or post, or walk.

1734. Supposing you went by railway, I suppose you would prefer your own railway as far as Reading, and then down to Basingstoke; how many miles would be it be for a traveller to go from Bath to Basingstoke?—From Bath to Basingstoke will be 85 miles, I think.

1735. Then, I presume, he would get to the narrow gauge line, and go down to Southampton by the South-Western?—If I went to Basingstoke, I should then go to Southampton by that line.

1736. Is that the only way by which a traveller could get from Bath to Southampton by railway, the whole way?—Yes; that is just what we are going to fill up.

1737. Supposing that these lines which have been suspended or abandoned, had been constructed, namely, the Bradford and Bathampton, and the Westbury and Warminster and Salisbury line, would there not have been a direct communication between Bath and Southampton?—Yes, of course there would.

1738. For a period of something like eight years the public have not had that communication

communication?—No; from the period of all time; from the creation of the world, in fact.

1739. Are you going to make the Warminster and Salisbury line?—The Great Western Company have determined to undertake to make the Warminster and Salisbury line, in the event of their getting this line.

1740. Is it conditional upon Parliament passing this Bill, whether they do or not make the Warminster and Salisbury line?—I believe with the landowners there they have so made it conditional.

1741. How do you mean with the landowners?—With parties connected with Salisbury.

1742. Do you mean that the landowners have assented to that?—I believe they have stated to parties interested in the Warminster and Salisbury Junction, that they will undertake to make it if this Bill passes.

1743. Who will undertake it?—The Great Western.

1744. You do not mean to represent to the Committee that the Warminster and Salisbury traffic has any interest in the Devon and Dorset line being made?—No.

1745. Then what connexion is there between the two propositions, making the Devon and Dorset and making the Warminster and Salisbury?—I only tell you the connexion the Great Western have made.

1746. Will you explain to the Committee why the making of the line to Salisbury from Warminster should be dependent upon the making of a line from Exeter to Maiden Newton?—Because the party who have the option of making the one, make it dependent upon the other; I can give no other reason.

1747. The Great Western make it a condition if they do not get this Devon and Dorset line they will not make the line from Warminster to Salisbury?—They have not said that; they say if we get the Devon and Dorset we will undertake to make it at once from Warminster to Salisbury.

1748. With regard to a traveller wishing to go from Devizes to London, you take him back as far as the junction of your Devizes branch with the Wilts, Somerset and Weymouth, and then up to Chippenham, and so round to London, do not you?—Yes, just like you take a Portsmouth man to Bishopstoke.

1749. Do not say I do?—You are the South-Western. It is a convenient means of taking a Devizes man to London, just as it has been a long time a convenient means of taking a Portsmouth man to London.

1750. Supposing you had made your Hungerford and Westbury line and this Devizes branch, would not he have had a much more direct and shorter route?—No doubt about it.

1751. As to a Glastonbury traveller, do not you do the same with him; will not he be carried back to High Bridge to get upon the Bristol and Exeter line, between Taunton and Bristol, and so be carried first of all back to their line, and then round by Bristol to London?—Yes, and a very lucky fellow to have such a route to go.

1752. Supposing you had made that line from Glastonbury by way of Street, the Taunton and Castle Cary line, would not he have had a more short and direct route to London by way of Hungerford?—Yes.

1753. So far as regards Devizes and Glastonbury, the effect of not making these lines of which we have been speaking, is to carry a traveller further round to London than you would have done if those lines had been made?—Yes.

1754. You tell us that the Bradford and Bathampton branch is abandoned?—I did not say so.

1755. Have not the powers expired?—No; the powers of construction expire, I believe, in August twelvemonth.

1756. The powers of purchase have expired?—The powers of compulsory purchase have expired.

1757. How much longer is it to go round from Bath to Bradford, by Chippenham, than from Bath to Bradford, and any place south of Bradford, by way of Bathampton?—Double the distance, or more, I think.

Cross-examined by Mr. *Johnson*.

1758. One word in justification of my allies, the South-Western, though I do not appear here as their counsel; you gave as an instance, the South-Western people taking their passengers back from Portsmouth to Bishopstoke, in order to get to London?—Yes.

1759. Did not the South-Western themselves promote a line between Guildford and Portsmouth?—When?

1760. In the year 1847?—I think it is very likely in 1847 they did.

1761. I believe Parliament rejected that Bill of theirs; you obtained your Bill between Hungerford and Westbury, did you not, and have allowed the powers to expire?—Yes.

1762. It is hardly a parallel case therefore. There has been some discussion here as to whether the Great Western Company ever promoted a line themselves, as from Salisbury *viâ* Yeovil to Exeter. The part which I wish to direct your attention to, is from Salisbury to Yeovil; was not there a line called the Compton and Wilton line in 1847, of which you were the engineer?—Yes.

1763. Will you tell me what course it took; Wilton may be taken as identical with Salisbury; it is close by there?—It is about three miles from Salisbury; that line was promoted by the Wilts, Somerset and Weymouth Company.

1764. Was that a part of the Wilts, Somerset and Weymouth scheme then?—No.

1765. Surely, if I recollect right, you were engineer of that line?—Very likely I was; I remember now that there was such a line.

1766. If it was not a Great Western line proper, it was adopted and supported by their own engineer, and they had a great interest in the line itself?—Most likely; it does not follow because I was engineer to it, that it was the Great Western line.

1767. It was looked on purely as a Great Western line, at that time?—I dare say.

1768. That was a line coming in at Wilton, at a point somewhat to the north of Salisbury, upon the Warminster and Salisbury line, was not it?—West of Salisbury.

1769. And coming to Yeovil?—Yes.

1770. What route did it take; did it go to Shaftesbury and Sherborne?—We went by Shaftesbury.

1771. And Sherborne, and so to Yeovil?—Yes.

1772. To the south of Yeovil?—No, to the north of Yeovil.

1773. In connexion with what was known as the Exeter Great Western, from Yeovil down to Exeter?—Yes.

1774. Did the Bristol and Exeter Company oppose that line, do you remember?—I do not remember.

1775. You do not remember whether you were in antagonism at that time with the Bristol and Exeter Company?—I think they opposed the Exeter and Yeovil line.

1776. While we are upon that line, I think at one time the Exeter Great Western Company went to the east of Exeter, did not they; they came to the Bristol and Exeter station?—Yes, as they do now.

1777. But in the year 1847, I think, the plans were amended in that particular, of the entrance to the east of Exeter, and they had a more central station in Exeter?—I am sure I do not recollect; I think it was so.

1778. Try and recollect?—I think it was so.

1779. In fact, did not the Exeter Great Western, in 1847, adopt the station of the party of the previous year, the Exeter, Yeovil and Dorchester line?—I am trying to recollect; they must have been very near the same place; I remember, now you refer to it, I was obliged to alter my line, because the Bristol and Exeter Company opposed our entering their station, and running with them to Exeter; and therefore there was an objection to enter Exeter on the east side.

1780. At that time it was laid out with a view to being a new through communication with London, was not it?—That was a time when the opinion of Parliament, and the public, and railway companies required that in laying out lines you should make them as direct as possible; therefore in laying out the Yeovil and Exeter line, and I suppose at the same time must have been the Berks and Hants Extension, it was obliged to be laid out so as to give the most direct communication.

1781. Can you tell me what was the length of the line as between Exeter and London, taking the Berks and Hants Extension, and the Exeter Great Western from Yeovil to Exeter?—About 170 or 174 miles.

1782. What was the distance from London by the Hungerford and Westbury, and the Castle Cary line?—One hundred and seventy-three miles.

1783. The

1783. The distance between London and Exeter by the existing line is, I think, 193 miles and a fraction?—Yes.

1784. Can you tell me by the proposed line, if you make it a line to London, what will be the distance now?—It will be a crooked line to London.

1785. Is not it a distance now of 204 miles?—Two hundred and three miles to Exeter.

1786. Can you tell me if that is the distance?—I believe it is.

1787. Was the original line, the Exeter Great Western, laid out so as to give accommodation to parts through or in the immediate neighbourhood of Crewkerne and Chard?—I do not know.

1788. Can you tell me whether it passed through Crewkerne?—It was a rejected line, and I do not recollect.

1789. Can you tell me how far Crewkerne is from the proposed line, the line as laid out?—From the present line, Crewkerne will be by road eight miles.

1790. It would not be placed upon the new east and west line?—Not if there is no east and west line.

1791. It would be near to Yeovil, would not it?—It would be nine miles to Yeovil, I suppose.

1792. What will be the distance to Chard by the proposed line?—About four miles or four and a half miles.

1793. I believe you yourself have at different times also, as Mr. Saunders has, expressed an opinion in favour of competition and against monopoly?—I have expressed the opinion which I entertain still, and always did entertain, that where there is ample traffic competition is a great advantage to the public.

1794. And assuming, therefore, that the intermediate district would be such as to support an independent line, that opinion would attach itself to Exeter and London?—No, you have omitted the condition that there must be traffic enough to support competition.

1795. I am assuming that there is traffic enough to support an independent line, and that the two lines at the same time happen to converge at the same terminal points?—It does not follow that competition will do good unless there is traffic to support the competition; it is no peculiar theory of mine to suit this district or any other, but I imagine it is what anybody in trade would say if they had no interest or prejudice one way or the other, that to make competition valuable, there must be something for which it is worth competing; in other words, that there must be traffic enough to support the two competitors.

1796. You are aware of the rates upon the Bristol and Exeter line; are you aware of this fact, that the Bristol and Exeter Company, in the case of goods coming from Manchester, charge 55 *s.* per ton to Exeter, and 50 *s.* per ton to Plymouth, which is 50 miles further; are you aware of that as a fact?—I do not quite believe it either; do you mean for their portion of it?

1797. I do not know what portion is due to Manchester; the difference, no doubt, arises from the Bristol and Exeter Company, but what proportion is due to each company I do not know?—For goods for the north, as they have less to Plymouth than to Exeter, it may be so; but I think there must be some mistake.

1798. If it be so I suppose I may assume it is by reason of the competition with water borne freightage, as compared with the railway transit?—No doubt.

1799. Therefore the good people of Plymouth get that benefit at Plymouth which is denied to those at Exeter?—I will admit at once what you are, I presume, coming to; I will admit that the fares will be lowered by competition, even where there is not enough to pay a company.

1800. With regard to the break of gauge, I understand you to speak to the inconvenience which results from the break of gauge, I believe to all traffic; to passengers as well as to goods?—I have not said a word upon it.

1801. I understand you to say that the break of gauge must take place somewhere; am I to understand you to say that there is no inconvenience from that?—No; I said it is an inconvenience; I thought you referred to something I had said.

1802. Am I to understand you to say that in your judgment Dorchester would be a more convenient place for a break of gauge, supposing there to be one?—I think so.

1803. I suppose you would not, as an engineer, interpose a break gauge if you could help it, in a continuous course of traffic?—Of course not.

1804. So that if the course of the traffic were east and west you would, as far

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as possible, endeavour to avoid a break of gauge in the course of that traffic?—Of course, unless other difficulties were increased.

1805. You would endeavour, of course, to select as the point for that break of gauge some particular locality where the traffic diverged?—Yes; unless, as I say, there were other causes interfered.

1806. Of course there must be some circumstances always involved in every inquiry of that nature, but as an abstract proposition that would be a more convenient course, would not it, if possible?—To put it where the traffic diverges instead of where it does not; *cæteris paribus* it would.

1807. I think you stated the Dorchester line from Southampton was at present a single line?—I do not think I have said a word about it; it is the fact; I have often been on it.

1808. Do you know the fact that when the gross revenue of that line amounts to 65,000 *l.*, the Board of Trade can require a double line to be laid down?—I think there is something of that kind in the Act.

1809. Are you aware that at the present time the gross receipts upon that line amount to 56,000 *l.*?—No.

1810. You are aware, perhaps, of this, that all the land has been taken for a double line of rails, and the bridges constructed with that view?—I am not aware of that.

1811. You spoke also of a double gauge, a mixed gauge, being laid down between Dorchester and Weymouth; that is a requirement also, when the Board of Trade shall impose it?—Yes.

1812. With regard to the western line; is it also so upon the Cornwall and West Cornwall line?—Between Truro and Penzance it is.

1813. And Truro and Falmouth?—Yes, a piece of the line.

1814. That was a requirement also, inserted by Committees of Parliament?—Yes.

1815. I may understand from you, as from Mr. Saunders, that when this line is made, if ever that should be, you conceive it will fill up the whole of that country?—I never said so.

1816. I do not ask you if you said so, but are you of that opinion, as Mr. Saunders has expressed his opinion?—For some years I think it will.

1817. Have you yourself any instructions whatever to provide prospectively for any line to Salisbury?—From the Devon and Dorset?

1818. Yes?—I have not.

1819. With regard to the Warminster and Salisbury line, I understand you to put it as a matter of condition; have you heard the chairman of the Great Western Company say, that nothing but a mandamus should compel them to make that line?—No, I have heard it reported, and I know it is not true; I asked him.

1820. A mandamus was applied for, and they have not made it?—There was not a word of truth in that statement; I heard it myself in the neighbourhood, and I asked the chairman within 24 hours, and he contradicted it most directly.

1821. The assurance of its being made is dependent upon the construction of the lines before this Committee; am I to understand you to concur in the opinion that was expressed, I think you said by the Board of Ordnance, that a line was objectionable, as a matter of national defence, which abutted upon the sea coast?—I said, I applied to the Board of Ordnance, who preferred a line passing three or four miles inland, with drop lines to the port, to the one which I submitted to them, which would come down into Bridport.

1822. Was the objection which was made by them, that it ran parallel, and too near to the coast?—I suppose so.

1823. Do you concur in the objection raised by the Ordnance to lines which run parallel and near to the coast itself?—I am not going to express any opinion upon military defence; I do not think the French are likely to come there, but I leave that to the Ordnance.

Re-examined by Mr. *C. Rowe.*

1824. As my learned friends have asked you a question with respect to the extreme west; you are about to construct a line at present from Truro to Falmouth on the broad gauge?—Yes.

1825. From

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1825. From Penzance to Truro the line is also about to be put upon the broad gauge, is not it?—It is.

1826. Mr. *Johnson.*] The distance from Salisbury to Westbury you gave as 24 miles, I think?—Salisbury to Warminster 22 miles.

1827. Westbury two miles further?—Westbury to Warminster is about four miles.

1828. From Westbury to Castle Cary, how far is it?—Twenty-one miles.

1829. And to Yeovil?—Ten and a half miles.

1830. From Yeovil to Durston?—Nineteen and three-quarter miles.

1831. I think you gave Castle Cary to Durston?—I said, I supposed it was about 20 miles; that is not all an independent line. I think, if I recollect rightly, the Castle Cary line ran out of the other somewhere near Langport. I remember it was altered afterwards, and was an independent line.

1832. The powers on the Taunton and the Castle Cary line have expired?—Yes.

1833. Durston to Yeovil is in course of construction?—Yes, it is just finished.

1834. What is the distance from Durston to Exeter?—Thirty-seven miles; if you wish any particular total distance, you had better have it.

1835. From Westbury *viâ* Hungerford to London, what is the distance?—From London to Westbury is 94 miles by the Hungerford route.

1836. What is it by Swindon?—One hundred and fourteen miles.

1837. Mr. *C. Rowe.*] Your last question assumes, does not it, the Berks and Hants link?—Yes, the last but one does.

1838. That Berks and Hants link is to be classed with the Castle Cary line in point of Parliamentary existence?—Yes.

1839. And the Bleadon line?—Yes.

1840. And those lines which we have heard of, which the South-Western have never executed?—Yes, the Hungerford Extension, and so on to Durston, were the direct Exeter line, passed at the same time as the Salisbury and Yeovil, and the Yeovil and Exeter narrow gauge lines, and I suppose the companies both thought that my rule was right, that where there was not enough for two lines, competition would not be of much use, at all events to them, and neither of the lines has been made.

1841. They were due to the period which you have spoken of when Parliament and the public thought that nothing but a straight line could serve their purpose?—Certainly.

1842. Those things really had an existence in Parliament; the Exeter Great Western line never was in existence; it was rejected?—Yes.

1843. With respect to the Wilts, Somerset and Weymouth lines, you have put them into two classes, some which are close upon being finished, and the others which will take a little longer time to finish; but I understand you the whole line will be opened down to Weymouth at the end of 1854, or perhaps in the first two or three months of 1855?—Yes.

1844. And you have powers and money to complete that line?—Yes.

1845. You also have powers and money to deal with the several branches you have mentioned here to-day?—Yes, there is no doubt about it.

1846. Were there several of those little spurs, such as that to Crewkerne, for instance, which were thrown off at that period of excitement, when people thought that they could not get railways enough anywhere?—There are a great many all over England of that class of branches, which, when people have softened down a little, have not been made; some of those branches get made afterwards, like the South-Western line to Salisbury; I believe they are making that now, but it was very doubtful for some time.

1847. The bit to Twerton is another little instance of that, is not it; I believe public opinion and the opinion of railway directors has greatly changed in regard to the advantage of such branch lines since 1846?—Yes; they have found they do not pay, and they have not been made. With respect to the Bristol and Exeter project, though I was not engineer to it, most of the benefits of the Wells and Glastonbury line are now produced by their Glastonbury and High Bridge line at a much cheaper rate.

1848. The necessities of that line have been provided for by the Somerset central line?—Yes, at a much less expenditure of capital.

1849. That is the line which was passed last year?—Yes.

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1850. Promoted by independent parties, with the assistance of the Bristol and Exeter?—Yes.

1851. It is a very cheap line?—Yes, it is an easily constructed line.

1852. That being the history of those small branches, of what has been done, and what has not been done, and the powers you have to complete the main features of the scheme, is the Wilts, Somerset, and Weymouth scheme, as you are now about to complete it, substantially what was put before Parliament in 1845?—I have no doubt it will be the same, with probably the exception of the Sherborne branch.

1853. You went, I believe, before Parliament in 1845, after the report of the Board of Trade, with substantially the same project which is now on the map?—Yes.

1854. And you having suggested that to have made those branches would have been almost useless or profitless with regard, at least, to the branch you projected to Bridport, this very line of yours will supply that branch, will not it?—Yes, it is very nearly the same; rather better.

1855. You have been asked about the distances to London, and so on; do you put this line forward as an Exeter and London line?—Certainly not; not as from Exeter to London.

1856. It will be a great convenience, I understand, between Exeter and Maiden Newton and Dorchester, affording parties who cannot get now to London at all, except by going from Axminster to Taunton to take the rail, a convenient access to London?—For one person going to London, there will be not 10, but 20 who are local travellers; to them it is more important that there should be a good local line than a good London line.

1857. With regard to the suspensions, you stated that you went on as long as you had any money; I believe those suspensions were *bonâ fide* entirely occasioned by the then condition of things throughout the railway world, and the commercial world generally?—Yes; and every provision was made for the resumption of the works when we should be able to do so.

1858. By the *Committee.*] Did you say that from Yeovil through Taunton to Exeter, was as near as through Maiden Newton by the proposed line?—I think so; I will state the distance. It is three or four miles shorter by Taunton; it is 57 miles from Yeovil to Exeter by Taunton, it will be 62 miles by Maiden Newton.

1859. What is the population of Crewkerne and Chard?—I do not recollect; they are very small places.

[The Witness withdrew.

Richard Brinsley Sheridan, Esq., M.P., Examined by Mr. Serjeant *Wrangham.*

R. B. Sheridan, Esq., M.P.

1860. I BELIEVE you represent Shaftesbury in Parliament?—Not at present; I represent Dorchester now.

1861. I rather think you reside in this district?—Within five miles of Dorchester.

1862. And you know the district probably which is intended to be accommodated by the Devon and Dorset line?—Not to the whole extent, but simply as affects my own neighbourhood.

1863. The Dorchester end of it?—Yes, as far as Bridport, probably.

1864. Can you tell the Committee whether that district is suffering from the want of railway communication?—I should certainly say it was very much in want of railway communication.

1865. Does it appear to you that the line now proposed would be of great advantage to the district, and accommodate the wants of the district in a great measure?—Most decidedly I am of that opinion.

1866. Probably you can tell us whether there has not been considerable disappointment for some years past at the prospect of a line in this direction being dashed more than once?—Speaking from my own experience, I should say there has been great disappointment.

1867. You know Dorchester, of course, very well?—Yes, I do.

1868. And the position of the stations, the proposed station of this line and the station of the existing line, the Southampton and Dorchester line?—Yes.

1869. Does it appear to you that those stations are so situated as to be well adapted for the transfer of passengers or traffic from one gauge to the other?—I should

should certainly say so; considering the extent of large open space which surrounds that station, I should think it exceedingly well suited for that purpose.

1870. For example, for troops; there would be plenty of space for them when they got out of one set of carriages before they were moved into another?—I can only speak with reference to the space. Wherever troops can be placed in a large open space there is more capability of moving them than in a crowded position.

Cross-examined by Mr. *Forsyth*.

1871. I believe you are the owner of land taken by the Wilts, Somerset, and Weymouth Company?—It is Mrs. Sheridan's property.

1872. Is that land taken for the purpose of the construction of the railway?—Yes.

1873. To what extent is it taken?—I should say about four miles.

1874. In length?—In length; and this line proposes also to take some property about Beaminster.

1875. I am not talking of the Devon and Dorset, but of the Wilts, Somerset, and Weymouth?—Yes.

1876. Has that land been paid for?—It has.

1877. May I ask you when?—In 1846, I think.

1878. It was paid for in 1846?—Yes.

1879. Is that the case, as far as you know, with other landowners in your neighbourhood, whose land has been taken by the same company?—Judging from the readiness with which they paid me, and complied with every sort of agreement they entered into with me, I believe they have paid others on every occasion in the same way as they did myself.

1880. Your belief is founded upon their readiness to pay you, and accommodate you?—Yes; I have no other reason.

Cross-examined by Mr. *Johnson*.

1881. I believe you were formerly Member for Shaftesbury, were not you?—Yes.

1882. For how many years?—From 1845 to 1851.

1883. I need hardly ask you whether your constituents, and the neighbouring population there, were, during the whole of that period, and are still very desirous of railway accommodation by a central line?—I recollect they were very desirous of such a communication.

1884. I do not know whether your acquaintance continues with them still at Shaftesbury; are you often in that neighbourhood?—No, I am not.

1885. You speak of the period for which you represented them in Parliament?—Yes.

1886. I believe that is a very rich district; the land about there is very valuable; the Vale of Blackmore, for instance?—I cannot speak to the Vale of Blackmore; I only know it from hunting over it.

1887. Is the land rich land, and of a good character?—It is pasture land principally.

1888. You spoke of the space there might be at Dorchester for any purpose, supposing the break of gauge to be established there; you do not mean to say that it is anything like a common; it is enclosed, is not it?—It is not enclosed land.

1889. Is it cultivated land?—Yes, very highly cultivated land.

1890. It is liable to be enclosed, I suppose, any day?—It depends upon the Duchy; there has been a great desire to enclose it, but it has never been consented to; there appear to be difficulties.

1891. It belongs to the Duchy of Cornwall?—A portion of it does.

1892. Is it under lease?—I do not know.

1893. By the *Committee*.] Do you attach much importance in a public point of view to connecting the east with the west between Exeter and Dorchester?—I do, decidedly.

1894. Does the line go through a large population?—That I cannot say. I am not sufficiently acquainted with the district to speak decidedly to that; I can only speak to the great advantage it would be within the particular district with which I am acquainted.

[Mr. *Sheridan* withdrew.

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Mr. Serjeant *Wrangham* stated that he had closed his case in support of the Preamble of the Bill.

Robert Stribling Cornish, Esq., Examined by Mr. *Johnson*.

R. Cornish, Esq.

1895. I BELIEVE you are at the present time mayor of the city of Exeter?—I am.

1896. Have you been engaged for many years past in business as a surveyor and architect in Exeter?—Very nearly 40 years.

1897. You have acted, I believe, during that period as surveyor for the West of England Insurance Company?—I have.

1898. And also you are extensively engaged in other matters, clerical dilapidations and things of that kind?—Yes.

1899. Has that given you occasion to travel very much about that country?—Very extensively; I have been over more than 200 rectories with respect to clerical dilapidations.

1900. Am I speaking in excess when I state that you travel as much as 12,000 miles a year?—From 10,000 to 12,000 miles a year.

1901. Has your business carried you much in the district between Exeter and Southampton and Dorchester?—Yes.

1902. And the intermediate towns between Exeter and Dorchester?—Very frequently.

1903. Has the traffic on the line to the eastward at one time been very considerable?—It has been very considerable.

1904. I believe that that was the main route formerly for passengers and goods before the formation of the Bristol and Exeter line of railway?—It was.

1905. Has very great inconvenience been felt from the want of accommodation through that district of late years?—Very great indeed.

1906. The route, I believe, to the eastward was partially through Yeovil and partially through Dorchester, was not it?—It was.

1907. I do not know whether you can give the proportions of the traffic, but that was the route it took?—One mail used to go through Yeovil and one through Dorchester.

1908. The mails and the other traffic went *viâ* Yeovil, and there was also a very large traffic, I believe, *viâ* Dorchester?—Yes; an auxiliary mail used to go through Yeovil; the mail went through Dorchester.

1909. I believe you were induced to sign a petition in favour of the Bill now promoted before the Committee, were not you?—I was.

1910. Upon what representation was that?—That there would be no line laid down from Exeter up to Dorchester; I refused for some time to sign it; ultimately I did sign it; I was anxious to get a line to Dorchester.

1911. You have also, I believe, been in favour of a narrow gauge central communication?—I have.

1912. Or a coast line?—Very strongly.

1913. You say you were induced to sign that petition in favour of the Devon and Dorset upon a representation made to you that there could be or would be no other line of railway?—That was the only reason of my signing it.

1914. Have you reason to hope and believe that there will be another line of railway promoted; do you believe if this line were not sanctioned there would be another line afforded to the city of Exeter?—

Mr. Serjeant *Wrangham* objected to the question.

The *Chairman* stated, that the Committee were of opinion that the question could not be put.

1915. Am I to understand you now to have changed your opinion?—Yes, I have.

1916. By the *Committee.*] Since you signed the petition?—Yes; I signed upon that condition only, that there would be no other line.

1917. Why have you changed your opinion?—I think the other line would be much better for us.

1918. Do you think it would be better for Exeter as well as for the intermediate country?—I do.

1919. Do you consider that the existing station of the Bristol and Exeter Railway Company at Exeter is a convenient station or otherwise?—Very inconvenient; it is a long way out of Exeter.

1920. Do

1920. Do you consider that a more central station in Exeter would be advantageous to the town and city, and to the trade there?—Very considerably so.

1921. Do you know Queen-street in Exeter?—Yes.

1922. Do you consider that that would be a better locality for a station in Exeter?—No doubt of it; it would be a very desirable station.

1923. Are you aware whether the South-Western Company formerly proposed that station?—Yes, I am.

1924. Comparing it with the existing station of the Bristol and Exeter Company, what is your opinion of their proposed site?—It is a far better situation for Exeter.

1925. Do you consider that, for the trade of Exeter, the Paddington station is convenient in London?—I can hardly speak to that; I speak of Exeter.

1926. You have been the mayor, I presume, since last November?—Yes.

1927. Was there any meeting called at Exeter upon the subject of this railway?—Yes, there was.

1928. When was that?—A deputation called upon me, and I called a meeting immediately after; I forget the exact day.

1929. I believe it was on the 30th of May?—It was the 26th they came to me.

1930. A meeting was held upon the 30th?—Yes, on Monday.

1931. Was it called in the usual way by the circulation of handbills and by advertisements?—It was, giving to it the usual publicity.

1932. Where was it held?—At the Guildhall in the city.

1933. You have resided, I understand you to say, in Exeter a long time?—All my life.

1934. Was that meeting numerously attended?—It was very numerously attended.

1935. Was it attended by the respectable inhabitants of the town; was it a thoroughly respectable meeting?—Very much so; particularly so. I have seen larger at our contested elections, when the nominations have taken place; but I do not remember any other time when there was a larger meeting.

1936. Persons of influence and position were present, and the main persons of the town?—Yes, those who are interested in the trade of Exeter were present.

1937. By the *Committee.*] Were you in the chair?—I was in the chair.

1938. Mr. *Johnson.*] In addition to the number and the respectability of those who were present, did they individually seem to take an interest in the question?—Very much so.

1939. Can you tell me what resolutions were passed at that meeting?—They were printed, and signed by me.

1940. Was this one of the resolutions: "That this meeting has heard with the greatest satisfaction, that the London and South-Western Railway Company have, at a public meeting of their proprietors, determined on extending their system of railways to Exeter, in the event of the rejection by Parliament of the Devon and Dorset broad gauge line, and is strongly of opinion that the best interests of this city and neighbourhood are concerned in procuring such rejection"?—That was one of the resolutions.

1941. Was that on the motion of William Tanner, Esq., and seconded by J. Shepherd, Esq.?—No.

1942. On the motion of William Kennaway, Esq., seconded by John Dinham, Esq.?—That was so.

1943. By the *Committee.*] That was in case this line failed?—Yes.

1944. Mr. *Johnson.*] "In the event of the rejection by Parliament," was the form of the resolution, I believe?—Yes.

1945. "And is strongly of opinion that the best interests of this neighbourhood are concerned in procuring such rejection." I do not know whether the resolutions which followed were all adopted, or nearly so, by the same number; but you may tell me, was that resolution carried?—I think every resolution was carried, with the exception of four or five.

1946. Can you tell me by what majority. You say it was a large and influential meeting; what was the number of the minority against that resolution?—I think not more than five upon any of them; there might have been six upon one, but I believe five was the minority upon the greater number.

 1947. Can

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1947. Can you tell me the number actually present?—There were many hundreds present.

1948. Was this the next resolution upon the motion of William Tanner, Esq., and seconded by J. Shepherd, Esq.: "That if the Devon and Dorset Bill promoted by the Bristol and Exeter and the Great Western Railway Companies be sanctioned by Parliament, a monopoly of the West of England will be secured to such companies, and a direct railway communication from London to Exeter, and the country west of Exeter, will be effectually hereafter prevented; and the break of gauge between Exeter and the country west of Dorchester, and the important places of Southampton, Portsmouth, Brighton, and Dover will be perpetuated"?—That was the next.

1949. Was that carried in the same proportion of numbers?—Yes; and spoken very strongly on by several gentlemen.

1950. From the knowledge which you have of all those places which are mentioned here, Southampton, Portsmouth, Brighton, and Dover, and those places to the east, have they important communications with Exeter?—I know only as far as Dorchester.

1951. Was this resolved on the motion of Thomas Latimer, Esq., and seconded by John Porter, Esq.: "That this meeting having taken into consideration the Devon and Dorset Railway Bill, and the proposed South-Western extension to Exeter, the petition to Parliament now produced and read, praying that the Devon and Dorset Bill may not be allowed to proceed this session, be adopted, and the inhabitants generally be invited to sign such petition, and the Members for the city be requested to present it and support it"?—That resolution was carried.

1952. I believe you then signed those resolutions?—I did.

1953. I suppose the usual courteous resolution was passed of thanks to the mayor for his conduct in the chair?—Yes.

Cross-examined by Mr. *Forsyth*.

1954. You were present at this meeting at Exeter?—I was.

1955. I suppose the feeling at Exeter is strongly in favour of getting a good communication with London?—It is so.

1956. The shorter the better?—Yes.

1957. Supposing a line were made which you see marked by the central dotted line upon the map by Lurston and by Hungerford to London, would not that be a great accommodation to the inhabitants of Exeter, as being a shorter route to London than the existing Great Western line?—I can hardly speak to that; I have not gone over it sufficiently.

1958. I suppose you would have no objection to have a shorter broad gauge line to London than the existing broad gauge line?—There could be no objection to that.

Cross-examined by Mr. Serjeant *Wrangham*.

1959. You say you know the country as far as Dorchester?—Yes.

1960. Am I to understand from your evidence that a railway between Exeter and Dorchester would be a great advantage to the district?—Decidedly so.

1961. You might prefer a different description of railway if you had it, or could get it; but any railway would be a great benefit between those places?—It would be very important to Exeter.

1962. Forgetting that for a moment, and limiting your answer to the district with which you are acquainted, as far as Dorchester, I understand you to say that railway communication between those points and through that district would be of great public advantage?—No doubt.

1963. You told us of a meeting which was held at Exeter; I think you say you were waited on by a deputation?—I said so.

1964. A deputation from whom?—The tradesmen of Exeter and the merchants.

1965. Do you remember who came upon the deputation; can you mention any names?—I recollect Mr. Denham and Mr. Wilcocks.

1966. Anybody in this room?—Yes; Mr. Wilcocks is now in this room.

1967. Was Mr. Daxore one of them?—No.

1968. Mr. Clench?—Yes; he was there.

1969. Has

1969. Has Mr. Clench taken an interest in railway matters ever?—I dare say he has, as other people have done; he carries on trade at Exeter.

1970. Has he never taken an interest other than other people?—He was engaged in the Yeovil and Exeter line.

1971. Was not he the secretary of that company?—I believe he was so; I am not aware of it myself.

1972. You believe he was secretary to the Old Narrow Gauge Yeovil Line?—I believe he was.

1973. I dare say you have no doubt about it?—I have no doubt about it.

1974. He was one of the party who waited upon you?—Yes.

1975. I think you said you signed the petition in favour of this Bill?—I did.

1976. I suppose from a feeling of the advantage which the line conferred upon the district?—No; Mr. Brutton came to me and urged me very much, and after some time I signed it. I did it very reluctantly. It was not a line which I at all approved of.

1977. You therefore signed a petition in its favour?—I signed because we wanted a line to Dorchester; if we could get no better, we would have that.

1978. I suppose you signed the petition from a conviction in your mind that a line from Exeter to Dorchester would be a great public advantage?—I have said so.

Re-examined by Mr. *Johnson.*

1979. Who was it who made that representation to you; was it Mr. Brutton?—Yes, he is concerned for the Great Western Company.

1980. The local agent?—Yes.

[The Witness withdrew.

Mr. *James C. Wilcocks*, Examined by Mr. *Johnson.*

1981. I BELIEVE your family have been engaged in an extensive business as wholesale and retail linen and woollen drapers, in the city of Exeter?—Yes.

1982. For upwards of a century your family have been there; how long have you been there?—I have resided there all my life.

1983. How long have you carried on business, yourself and two partners?—Upwards of 30 years.

1984. I believe you have retired lately from the general business, and confined yourself to the export business?—Yes.

1985. Have you given great attention for many years past to the subject of railway communication with Exeter?—I have.

1986. And the west of England?—Yes.

1987. I believe you have been from time to time an active member of many committees of merchants, traders, and others appointed to consider this subject?—Yes.

1988. Have you had your attention called to the proposed Devon and Dorset line of railway?—I have.

1989. In your judgment, would that carry out the objects which you have so much at heart for the benefit of Exeter and its neighbourhood?—No, I do not think it would.

1990. What do you think would be a more advantageous adoption for the interests of Exeter and that district?—I think the narrow gauge line would be very advantageous; I should say, that prior to having any knowledge of a new line being offered, I attended a meeting which took place, at which I was chairman, in consequence of many over-charges by the Bristol and Exeter Railway Company. That meeting was held on the 4th of March; they felt that they had been very severely over-charged; and they understood that a resolution had passed the House of Commons, that when any line came before the House again for any branch being made, or one being formed, they would have an opportunity of bringing those subjects before the House, so that there may be a new list of prices formed, which should be considered fair and equitable.

1991. Have you had many goods from Manchester?—Yes.

1992. Can you tell me whether the fact is, that between Manchester and Plymouth the rate is 50 *s.*, while to Exeter it is 55 *s.*, though 50 miles shorter?—It is so.

1993. That is the fact?—Yes, the rate of charge used to be for Manchester on

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the third class; it was then advanced to the fourth class; the third class was 50 *s.* The Plymouth people then were charged, I believe, 55 *s.*, but in consequence of the Plymouth people being charged 50 *s.*, the Exeter people were put on to 55 *s.*

1994. Do you mean that they reversed the order, and gave you the Plymouth charge, and gave the Plymouth people your charge?—Yes; the consequence of which was, that we were placed in this position: to Plymouth from Exeter, the charge is 11 *s.* 3 *d.*; 5 *s.* difference makes 16 *s.* 3 *d.*; so that doing the wholesale trade in Cornwall, as my family has done for the last century, we were 16 *s.* 3 *d.* worse off than the Plymouth people; the profits were therefore very much lessened in consequence, and we felt very much aggrieved.

1995. That was one of the benefits of monopoly?—Yes.

1996. That is what you have some fear of perpetuating?—Yes; in consequence of that I wrote a letter to the chairman, Mr. Buller.

1997. I understand you have 55 *s.* to pay for goods from Manchester, as compared with 50 *s.* at Plymouth?—Yes.

1998. You have a trade beyond Plymouth, have not you?—Yes.

1999. If you have to send on those very goods delivered to you for 55 *s.* per ton at Exeter, you have to pay 11 *s.* 3 *d.* in order to get them to Plymouth?—We should pay that to be placed in the same situation as the Plymouth people.

2000. Therefore if you had the goods at Plymouth, you would have them at 50 *s.*, whereas you pay 55 *s.*, and 11 *s.* 3 *d.* extra?—Yes; I wrote to Mr. Buller, the following letter: "8th January 1852. Sir,—We beg to bring to your notice a matter of considerable importance regarding the overcharge made by the Bristol and Exeter Railway to us on the carriage of our goods from Manchester to this city, and to seek restitution of 5 *s.* per ton on all goods which have been delivered to us during the time such overcharge has been in existence. The facts follow: The Bristol and Exeter Railway Company, for a considerable period, have been charging us 2 *l.* 15*s.* a ton for goods from Manchester to Exeter, and during the same period you charge 2 *l.* 10 *s.* only for goods delivered at Plymouth, being 50 miles further, and 5 *s.* per ton less. Knowing your honourable character, we are sure you will not any longer sanction such an unjust procedure, and rely on the principle of justice, which we are sure actuates you both in your public and private life, that this unwarranted overcharge shall be no longer allowed, and that the amount due to us may be forthwith paid." This is the reply, dated "10th January 1852. Gentlemen,—It is true that the charge made by the Bristol and Exeter Railway is less per ton on goods from Manchester, delivered at Plymouth, than Exeter, though the distance is considerably greater. The rate of charge to Exeter is reasonable and fair, and within the Parliamentary limit, and is made alike to all parties there; but in consequence of the competition with steam-vessels running between Liverpool and Plymouth, it has been considered expedient to make a rather lower rate from Manchester to Plymouth, and a reduction is made proportionably by the London and North-Western, the Midland, the Bristol and Exeter, and the South-Devon Companies. This is a system very generally adopted where there is competition with steam-vessels, and without it there can be no doubt that the Manchester goods would be conveyed to Plymouth by water and not by railway. The Act of Parliament gives that discretionary power to companies in this respect, requiring only that the rate shall be equal to all parties at the same place; and of course if your goods were delivered at Plymouth, they would be conveyed at the usual rate."

2001. So matters have remained up to the present hour, I believe?—They have remained so to the present moment.

2002. With regard to this line, do you conceive that it would be advantageous to have a link at Maiden Newton; are you aware that the line runs from Stoke Cannon to Maiden Newton?—I think any opening of the country is desirable at all times.

2003. Are you aware that this line goes into the main line of the Wilts, Somerset, and Weymouth at Maiden Newton?—Yes.

2004. Do you conceive that for any through traffic it would be advantageous to the people of Exeter?—It would in some respects; but I think another line more direct, and on the southern coast, would be much better.

2005. Would not that avoid also the inconvenience of a break of gauge at Dorchester?—Certainly it would; we find the break of gauge very injurious at the present time at Gloucester.

2006. You

2006. You have experienced the inconveniences of a break of gauge, have not you?—I have.

2007. Without going at any length into it, does it cause delay, first of all?—It does.

2008. Can you give me any notion of what delay in the transit of goods it has occasioned within your knowledge?—We have been in the habit of having goods from the North of England, Leicester, Manchester, Bradford, and so on, and there is always a break of gauge at Gloucester. I should say that the break of gauge on the average is certainly a delay of 24 hours.

2009. That is as to delay?—Yes.

2010. Can you tell me whether goods, particularly perishable goods, suffer from a break of gauge?—I suppose they must.

2011. Yours are not perishable goods?—Not immediately perishable.

2012. Is the expense, in your opinion, materially enhanced by the break of gauge?—That I cannot speak to.

2013. Have you yourself much connexion with London in the course of your trade?—We have.

2014. Can you tell me, with respect to the stations in London, which is the most convenient for the purpose of the trade of Exeter, in your opinion; is Paddington as convenient as other stations would be?—It would be much better to have it nearer London because I believe the charge is 5*s.* a ton which must be put on; I think if the goods were sent by water up to the Nine Elms station it would be very much less.

2015. I suppose by your speaking of the Nine Elms station, you assume the practicability of a line in connexion with the South-Western system?—Undoubtedly I do. It was fully understood that the South-Western Company intended to bring a line there, and that they had voted 700,000 *l.* for that purpose.

2016. Have you yourself confidence in the sincerity of the South-Western with that view?—Undoubtedly I have.

2017. You see no reason to doubt either the practicability of the formation of the line or the sincerity of the company, as to its construction?—I see no reason whatever to doubt it.

2018. In addition to the trade which now exists, I understand you to say that there is at the present moment a considerable relation in the way of trade between the ports lying east of Dorchester and Exeter?—Yes.

2019. Your business, perhaps, will carry you further; do you know that there is already a considerable goods traffic carrying on to places eastward of Dorchester?—What I should like would be a line on the southern side, running up as far as Dorchester, and that neighbourhood.

2020. Are you aware that when you get to Dorchester you are in immediate connexion with Poole, Southampton, Portsmouth and the whole of the east of England, and the north of England?—Yes.

2021. By continuous lines of railway upon the same gauge?—Yes; that would bring down a number of visitors into Devonshire, who would then come by that line.

2022. You say that there is a considerable amount of traffic running coastwise to the east; do you think that would open new facilities and increase the degree of traffic which now finds its way there?—I think it would.

2023. Have you formed any judgment in your mind as to the proportion of the trade which would find its way along the east coast, as compared with any other route?—No, I have not thought of that; I know there is not so much trade done there as there used to be, because the facility of communication is cut off.

2024. You have no doubt that it would increase that trade materially, if facilities were offered for its extension?—I have no doubt of it.

2025. Do you ever avail yourself of water carriage for your goods at present?—Yes, frequently.

2026. Between what points?—Between London and Exeter, and between London and Torquay, and from Torquay up by railway to Exeter. From Manchester goods go *viâ* Liverpool; from Liverpool they go to Cork, and from Cork to Plymouth, and from Plymouth to Exeter. That is in consequence of the high charges by the company.

2027. I understand you to say, that you send from Exeter or its neighbourhood to Torquay, to go up by the Great Western Company?—Goods are sent from

Mr. *J. C. Wilcocks.* Exeter to Torquay to go up by the steamers to London, and they are received by the steamers from London.

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2028. Am I to understand you to say that you send goods at the present time from London to Torquay, and so to Exeter?—Yes.

2029. And *vice versâ*, you send to Torquay, and by that means to London again?—We do not send to London so ourselves, but I know that goods are sent to merchants in that way.

2030. Goods are sent to Torquay, and so to London, and you say that you receive your goods also by that means?—Yes.

2031. Have you any doubt that it would afford the means of sending those goods through the whole distance from Exeter to London, if you had the advantage of a line in connexion with the line at Dorchester?—Yes, goods could be sent that way, undoubtedly; if they were sent by the narrow gauge, I apprehend the price would be very considerably less than it would be on the broad gauge.

2032. Do you know as a fact, that the charges on the South-Western are very much less for the transmission of goods than upon the other lines?—I have been so informed; about 25 per cent. less.

2033. Am I to understand you to say, that you send goods now from Manchester to Liverpool, thence again from Liverpool to Cork, and thence again from Cork to Plymouth?—Yes; and thence from Plymouth to Exeter.

2034. That is a cheaper way than getting them down by the Great Western line?—Yes; the difference I have calculated, and I find it to be 15 per cent. less.

2035. By the *Committee.*] Where is that?—From Manchester they go to Liverpool.

2036. Mr. *Johnson.*] In consequence of the amount of charges upon those lines, you receive Manchester goods, which are first shipped to Liverpool, thence transhipped to Cork, thence from Cork to Plymouth, and then coming from Plymouth to Exeter?—Yes.

2037. That is a cheaper freightage, as I understand you, than the charge which would be imposed upon you by the railway companies?—Yes, 15 per cent. cheaper; and the time of delivery is about one day more.

2038. I believe I am wrong in saying transhipped; it is the same vessel?—It is; I believe so.

2039. That is the route which the goods take?—Yes.

2040. The Bristol and Exeter charges are higher than the Great Western charges, are not they?—We have not the means of knowing; we have had no bill sent in recently, nor has there been any traffic table published.

2041. Do you mean that you, as a member of the commercial community at Exeter, do not know, or cannot ascertain from their bills, what they do charge you for the transmission of goods?—We have no knowledge of the charges made by the Great Western to Bristol; we have the bill brought in to this effect: "Debtor to the Bristol and Exeter Railway Company from London," so much; but we have no bill, which is generally the habit of the northern railways, of so much being paid out.

2042. So that you have no means of ascertaining what is payable in respect of the sums due to each of the companies?—We have no means of distinguishing it; we have no means of checking the charges.

2043. But the total charge is a very heavy one?—We apprehend it is very heavy.

2044. Have not you reason to believe that the charges upon the Bristol and Exeter Railway, are much higher than upon the Great Western Railway?—

2045. Mr. Serjeant *Wrangham.*] Do you know anything about it?—Yes, I know too much about it.

2046. Mr. *Johnson.*] Have you reason to know that the charges upon the Bristol and Exeter Railway are much higher than upon the Great Western Railway?—Yes, I have reason to know that; it was stated yesterday by Mr. Saunders; I gathered the charges from him.

2047. Can you tell me whether the Manchester traders refused to contract for the conveyance of goods beyond Bristol?—The Manchester traders rarely send any goods paid; but from the northern traders, from Bradford and Leeds, and so on, we have the goods to Bristol, and then from Bristol we have only that charge; when we have the charge from Manchester direct, I apprehend the charge to Bristol

Bristol is 30*s.* a ton, and the distance is upwards of 170 miles; and then the charge from Bristol to Exeter, 77 miles, is 25*s.*, or thereabouts, which is nearly 100 per cent. more, taking the difference of the rails.

2048. In consequence of those extortionate charges, or what you conceive to be such, have you and other leading merchants at Exeter felt so strongly the evils resulting from those charges, that a committee of merchants was formed for the purpose of obtaining a reduction and equalisation of the tolls?—Yes; the resolutions I have before me.

2049. Will you read them?—"That a petition be presented to Parliament to introduce such clauses in the Devon and Dorset Railway Bill as shall effectually protect the interests of the merchants, traders, and inhabitants of the West of England, by fixing a limit to the scale of tolls of the said railways; by limiting the amount to the scale usually charged by other railway companies, and by enforcing their equal charge to all persons throughout the line of the said railway; and against the other grievances complained of at such meeting." The next is, "That a memorial be presented to the Board of Trade, calling their attention to the infraction of the equalisation clause, and other clauses in the several Acts relating to the Bristol and Exeter Company. That the petition and memorial now produced be forthwith signed and presented. That the following gentlemen be appointed a committee to carry out the above objects, and, if necessary, to proceed (some or all of them) to London to give evidence before the Committee of the House of Commons." Then, "That a subscription be entered into to defray the necessary expenses."

2050. Did you, in consequence of that, send a deputation to wait upon Mr. Cardwell's Committee?—We did.

2051. Did you present the petition to the House of Commons?—Yes; it was presented.

2052. When did the deputation wait upon the Board of Trade?—I think it was some time in March.

2053. You cannot give me the exact day?—No.

2054. Was the object of that deputation to urge an objection to the monopoly sought by this Devon and Dorset Bill?—Yes.

2055. I believe you produced before Mr. Cardwell's Committee the resolutions which you have just read?—I was not one of the deputation; but I believe that was the case.

2056. By the *Committee.*] Are you of opinion that the Bristol and Exeter, by any indirect means, take more than they are allowed by their maximum charge?—I am of that opinion; the past traffic affects us very materially indeed.

2057. You believe that they have, by indirect means, taken more than they were allowed to take by their maximum charges?—I do not believe they take more than the maximum charge. We have, in fact, no means of telling what their charges are, because they publish no traffic bill. The last two years we have had no bill of charges presented to us, and, on inquiry, they will never produce it.

2058. Mr. Serjeant *Wrangham.*] You know what you pay?—Yes; but they are very uncertain. The same articles will be charged differently at different times.

2059. Mr. *Johnson.*] You know what you pay after you have paid it, but you have no means of knowing beforehand what you will be required to pay?—No; there has been a sudden overcharge; at least, we consider it so. They have differently classified their goods; first class goods they have put into second class, and second class are charged as third class, and third class charged as fourth class; and within one year they have calculated their parcels up to 500 lbs. In stage coaching days, a parcel used to be considered as no very heavy weight; the railway company charges a very heavy package at a parcel rate. The parcel rate now charged is two quarters fourteen pounds.

2060. By the *Committee.*] Then you do mean, that by indirect means they take more than their maximum?—No; the Act of Parliament allows it to be charged at a parcel rate.

2061. Mr. *Johnson.*] Have you sent goods to Collumpton?—Yes.

2062. Do you know that, by the Act, the amount they are entitled to charge is fourpence per ton per mile?—I do not know that; I have no doubt it is so.

2063. Can you tell me what the distance is from Exeter to Collumpton?—It is about 12 or 13 miles, I think.

2064. Do you know whether, practically, the charge is 9*s.* 9*d.* per ton between Exeter

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Exeter and Collumpton?—I do not know that; if it is a parcel it has nothing to do with the tonnage rate.

2065. These are goods per ton; take this into your hand, which is one of the Bristol and Exeter Bills; do you know what the date of that is?—This is without a date.

2066. Assuming their maximum to be 4*d.* per ton per mile, you tell me Collumpton is 12 or 13 miles?—Yes.

2067. See if there it is not a charge of 9*s.* 9*d.*, which would be equivalent to 8*d.* per ton per mile?—It is, I see, 9*s.* 9*d.* for the 13 miles.

2068. Do you know whether the actual charge as between Exeter and Collumpton, on fourth-class goods, is 9*s.* 9*d.* per ton?—I am not aware of it of my own knowledge.

2069. Have you sent goods yourself to Collumpton?—Yes, I am in the habit of sending goods to Collumpton.

2070. Have you applied yourself for a bill of the tariff of the Bristol and Exeter charges?—I have sent my clerk for one.

2071. Has the application been successful, or otherwise?—Quite otherwise; I do not think there has been any published recently.

2072. How lately have you sent to ask for a bill of the charges of the Bristol and Exeter Railway?—I desired a friend of mine to call some little time since; he wanted to send some timber on the line; he was refused.

2073. You say you have sent one of your clerks at different times?—Yes.

2074. How recently has that been?—I should say within 12 months; I have been out of business since January.

2075. I understand you were present also at this meeting which has been spoken of?—Yes.

2076. It has been truly represented as a very numerously and a very influentially attended meeting?—It was, very indeed.

2077. Was nearly every trader in Exeter present at that meeting do you know?—There was a very large proportion, and a unanimous feeling that the price they pay is greater than they ought; and consequently they wished to have some alteration.

2078. Can you speak also to those resolutions being unanimously adopted, which were referred to by the mayor just now?—Yes; I heard Mr. Denham say, that he thought nothing but competition would set things right.

2079. In consequence of this, was a petition sent to the House of Commons?—Yes.

2080. Was that signed by 4,000 persons?—I understand so.

2081. Do you conceive that the construction of the Devon and Dorset line would for ever shut up that country to any other line of railway, seeking to approach it?—Yes.

2082. And confine it altogether to the broad gauge?—Yes.

2083. And to the railways jointly combining to carry out this Devon and Dorset line?—Yes; I am not averse to the broad gauge, or to the companies in connexion with it.

2084. By the *Committee.*] Do any of the directors of the Bristol and Exeter line live in Exeter?—I believe Mr. Divett lives near it; the Member for the city.

Cross-examined by Mr. Serjeant *Wrangham.*

2085. I rather collect from your evidence, that you are anxious to have a revision of the tolls of the Bristol and Exeter line?—That was the origin of our meeting, undoubtedly.

2086. And the origin of the petition of the 4,000?—I do not know that.

2087. My learned friend so put it to you?—No; the petition arose from the meeting, I apprehend.

2088. The meeting was caused by a desire to have a revision of the tolls, I understand you?—The meeting was called to consider the advantage or disadvantage that might arise between two lines of railway, which were supposed to exist.

2089. You have spoken of the meeting of which you were chairman; that was with a view to the revision of thetolls?—Yes; it was prior to the knowledge of any other company starting with a line.

2090. Was

2090. Was it with a view to a revision of the tolls?—Undoubtedly, that was the purpose of that meeting.

2091. In order to have the tolls on the Bristol and Exeter reduced?—Yes.

2092. As I understand, you apprehended that you should have an opportunity of getting a revision of the tolls upon the Devon and Dorset Bill?—At the proper time.

2093. The proper time being, in your judgment, the consideration of the Devon and Dorset Bill?—No; the proper time being before the Committee which was to carry out the general law, as I understood; allowing parties to apply, if they felt necessary, to that Committee.

2094. Was not one of your resolutions at that meeting to this effect: "That a petition be presented to Parliament to introduce such clauses in the Devon and Dorset Railway Bill as shall effectually protect the interests of the merchants, traders, and inhabitants of the west of England, by fixing a limit to the scale of tolls of the said railway; by limiting the amount to the scale usually charged by other railway companies, and by enforcing their equal charge to all persons throughout the line of the said railway; and against the other grievances complained of at such meeting;" was not the grievance complained at the meeting the supposed charge made by the Bristol and Exeter Company as being too large?—Yes, larger in proportion than the Great Western.

2095. You resolved to petition Parliament, and I suppose that petition went to remedy the grievance by introducing clauses into the Devon and Dorset Railway Bill?—Yes; we apprehended that then the Bristol and Exeter tariff would be reduced in the same proportion.

2096. That being clearly your wish, and the wish of that meeting, to introduce clauses in the Devon and Dorset Bill for the reduction of the tolls, will you be kind enough to tell me how you are to get such reduction clauses introduced unless the Bill pass?—We apprehended this; after that we fully understood ——

2097. I am speaking of this resolution?—I cannot speak of this without its connexion with the other part.

2098. Have you petitioned under this resolution?—Yes.

2099. I presume you cannot obtain the prayer of that petition, on having clauses inserted in the Devon and Dorset Railway Bill, unless there is a Devon and Dorset Bill?—I do not know how to reply to you, unless I bring in the information which we received after that, that another company had met together some months afterwards, which was the South-Western Company, and they agreed at the South-Western Company meeting to a vote of 700,000*l.*, for the purpose of bringing that line from Dorchester to Exeter on the narrow gauge in connexion with the South-Western. In consequence of that we had a meeting of the same parties afterwards, and we called upon the mayor for the purpose of getting that important meeting to ascertain what was the best for the city of Exeter, in the opinion of that meeting, either the Devon and Dorset, or a connexion between the South-Western line and Exeter on the narrow gauge. Their charges were stated at that meeting, and it was proved that the charges on the narrow gauge were 20 to 25 per cent. less than on the broad gauge.

2100. You say that you were given to understand that a meeting had been held of another company, by which they were to give 700,000*l.*?—Yes.

2101. Was that other company the South-Western Company?—Yes, it was the South-Western Railway.

2102. Who gave you to understand this about the vote of 700,000*l.* out of the funds of the South-Western Company?—It was a matter of notoriety; I think it was in "Herapath's Journal," and two or three others.

2103. Did you understand that a meeting was held of the South-Western Company as lately as the month of October last, upon the question of proceeding or not with the central extension on to Exeter?—Yes, I heard of it.

2104. Did you hear that this was the result: "The question was put for the line to Exeter, and against the line to Exeter. The show of hands was declared to be against the line to Exeter, whereupon a poll was demanded, and after a vote of thanks to the four dissentient directors, and a vote of thanks to the chairman, the meeting was adjourned for the purpose of taking the poll, and the same was then opened. It was announced that the poll would be open from ten to four o'clock, on Wednesday the 22d, at the York-road offices, and the result declared at the same place on Saturday next, the 30th instant. The adjourned meeting was accordingly held on the 30th instant at the York-road offices, H. C. Lacey, esq.,

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in the chair. The result of the poll taken upon the question of proceeding with the line to Exeter was then read as follows: Votes in favour of the line; proxies 11,000 odd, present 1,000 odd; total, 12,300. Against the line; proxies 10,700 odd, present 1,800; total, 12,600. Majority 221 against the line to Exeter." Did you hear of that meeting?—Yes, I read of it.

2105. Did you hear of the chairman stating, after the recent decision they might consider the matter now as finally and completely set at rest, and it was his duty to declare that the poll was against proceeding with the line to Exeter; hat was in the month of October, last year?—Yes.

2106. The 30th of October 1852, just before the time for giving notices for the Bills in Parliament?—I have no doubt that that was the fact.

2107. When there was any risk of being called on to give a notice for the Bill in Parliament, the decision of the company was against extension to Exeter?—I do not know their reasons.

2108. I am not asking you their reasons; at the time when there was yet a risk of being called on to give a notice for the introduction of the Bill into Parliament, the company decided against extending the line to Exeter?—It would have no effect at all upon my mind; but with regard to the company, I believe the company will fully carry out their intentions, and I am informed, now that the Government has chosen to make a law, that any one who obtains a Bill must make the line.

2109. But they must get the Bill first?—Of course.

2110. And they must give notice for the Bill before they get it?—Certainly.

2111. You say that you have been given to understand, since this meeting in October, a meeting of the company has been held with a different result?—Yes.

2112. Have you got a record of that meeting, and the vote of 700,000 *l.*?—No.

2113. You say that you were given to understand; cannot you tell us from whom you learnt it?—It was buzzed about the city generally.

2114. You learned it by the buz?—By public report.

2115. Can you point to any record of a resolution of that kind?—I apprehend it was stated in the proceedings of the company.

2116. Did you see it?—I do not remember seeing it.

2117. You have nothing but the buz for it, as far as you are concerned?—According to my own opinion, I believe the company will carry it out; they are a very respectable company. It was stated at a meeting, that the company had neglected to make lines to the amount of 3,000,000 *l.*; that they had obtained their Bills to that amount. It was also stated that the Great Western Company had obtained Bills to the amount of 7,000,000 *l.*, and they have neglected to make theirs.

2118. You came to give evidence; I want to know your sources of information. Is there anything more than what you heard buzzed about the city as the ground upon which you rest for your statement, as to this vote of 700,000 *l.*?—I cannot give you any positive statement of it; I believe it is correct, and it never was doubted by me.

2119. Nor I dare say by those who were assembled in the meeting at the Guildhall; it was buzzed there, was not it?—Yes, it was stated there.

2120. And believed?—And believed.

2121. You say that the charges from Manchester to Exeter are higher than the charges from Manchester to Plymouth by railway?—Yes.

2122. I dare say you are old enough to remember the time before railways were in existence?—Yes; I recollect going by coach along the Yeovil line, which was a very favourite line of mine; we used to have the Defiance coach then, and we had also the Regulator; we fancy now we have the Defiance railway, and we want the Regulator railway.

2123. Were not the charges from Manchester to Plymouth, before the time of railways, always lower than from Manchester to Exeter?—No, I do not think they were.

2124. Do you know anything about it?—The line of packets did not run that way at that time.

2125. Was there no water communication at all?—There were sailing vessels which took a long while.

2126. Can you tell me as a matter of fact whether the charges were not always lower from Manchester to Plymouth, there being sea communication in that case, than

than from Manchester to Exeter?—They would be by sailing vessels, certainly; but by wagons they would be very much more.

2127. You are clear upon that point, are you?—Yes, certainly.

2128. By coach?—By coach it would be more.

2129. Do you know whether the charges were more?—I believe they were; I have no doubt about it; it would be 44 miles further from Exeter to Plymouth. Goods come by boat to Bristol over the Severn, and then if they were sent on from Bristol they would be sent by wagon to Exeter, and from Exeter to Plymouth by Russell's wagons; therefore, they would have to go over 44 miles more of roadway, and the price would be in addition for that 44 miles.

2130. We are speaking of goods from Manchester?—Yes, they must come by Bristol.

2131. Can you tell the Committee whether the existence of a sea competition at Plymouth has not effected the lowering the charge at Plymouth as compared with the charge at Exeter?—I have not gone into that matter, and I do not know.

2132. You complain, as I understand, that you cannot, from the charge made to you at Exeter, tell how much goes to the Great Western Company and how much goes to the Bristol and Exeter?—No.

2133. You say that there is nothing about so much paid out, which you understand to be the course with the northern railways?—Yes.

2134. Do you mean that where two companies book through, and make one through charge in the north, the charge is divided by so much paid out, and so much for the particular line which delivers the goods?—If they were not booked through they would charge to Bristol, and then we should get it down.

2135. If they were not booked through, they would be charged so much paid out; but do not you find that the ordinary course is, where railways are in alliance, to have one through charge, one total, as it were, the charge being made either at one end of the line or the other?—I believe that is the case.

2136. In the north as well as in the south?—I believe so.

2137. That is the ordinary practice?—Yes.

2138. You complain of a break of gauge for your Exeter passengers or your Exeter traffic going beyond Dorchester?—Yes.

2139. Up to Dorchester there would be of course no break of gauge, at least to Maiden Newton?—From Maiden Newton up to Dorchester there would be no break of gauge in this new line.

2140. Or to Sidmouth or Bridport, or any of those towns lying between Exeter and Dorchester?—To Bridport there would, by making that line down from Bridport.

2141. A break of gauge between Exeter and Bridport?—It would be a stoppage to go down to Bridport, which is the same thing.

2142. There is a junction, but there would be no break of gauge?—No, I apprehend not.

2143. Suppose yourself to be a Plymouth man; supposing the narrow gauge line to be made from Exeter to Dorchester, and supposing a Plymouth tradesman sent goods to Bridport, would not there be a break of gauge?—Provided the narrow gauge line did not run on to the end, which I apprehend it will, by and by, to Penzance.

2144. We have not that Bill before us at all events; I suppose the 700,000 *l.* has not been voted for that?—No, I apprehend not.

2145. As things stand at present, the Plymouth trader sending goods to Bridport, or any of the towns in the district, supposing you to have your fancy of a narrow gauge line between Dorchester and Exeter, would meet a break of gauge at Exeter?—Yes.

2146. By having a good broad gauge line he escapes that?—He does.

2147. You say the charges from London are so heavy by railway that you send goods by sea?—Yes.

2148. You send them to Torquay, I understand you?—Yes.

2149. By railway?—By steamer; by steam vessel to Torquay and from Torquay over the South Devon line to Exeter.

2150. I am speaking of your sending goods from Exeter to London?—I send very few goods; we import from London to Exeter.

2151. You export very little to London?—Very little.

2152. Yours is chiefly import?—Yes.

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2153. I understood you that it comes by steamer to Torquay and then by railway to Exeter?—Yes.

2154. Of course there is considerable traffic between London and Exeter by sea, is not there?—Yes.

2155. How many packets come up to Exeter?—There are no steam packets.

2156. Is there not traffic enough to keep a single steam packet?—There has been, but there is not now.

2157. There has been, but it has fallen off, and there is none now?—The steamer has been discontinued for some years; there are sailing vessels.

2158. I suppose I may assume that there is not anything to induce the owner of a steam packet to keep one single steam packet going up the Exe from London?—I can only speak to the fact; at present there is no steam packet between Exeter and London.

2159. There is a packet comes to Torquay, and then whatever Exeter traffic came by that must be put upon the railway to go to Exeter?—It must.

2160. Can you tell us how many steamers there are to Torquay?—There is one a week; that is a steamer which goes on to Plymouth, and from Plymouth, I think, it goes on to Cork.

2161. The amount of sea communication from London is represented by one steamer a week, which goes not only to Torquay but to Plymouth and to Cork?—Yes.

2162. So that all the other traffic going by sea to those several places, is conveyed by one steamer per week?—There are about six or eight sailing vessels.

2163. We are talking of steamers, you see; you do not compare sailing vessels to railways, I suppose?—No; we find great advantage on the railways undoubtedly, and it is the daily communication of railways at a moderate price which would be so beneficial to the public, and which we envy very much; therefore we are placed in a position which I consider wrong.

2164. What is the amount of that grievance of being obliged to send goods or being obliged to get goods from London by steamer; as I understand your evidence, all the traffic coming by steam packet from London to Exeter is one packet per week, which calls at Torquay on its way to Plymouth and to Cork?—Yes; as to the difference of a steam packet between London and Exeter and between Manchester and Plymouth, I should think if all our goods could be sent that way it would make a difference in our concern of 200 *l.* a year.

2165. You speak of Manchester; suppose you had a narrow gauge line here, what is the route you would take from Manchester to Exeter?—By the Midland, and directly up to Manchester.

2166. How will you get to the Midland Railway by this line; start from Exeter; suppose you make this line a narrow gauge line, instead of a broad gauge one, let us see the route from Exeter to Manchester?—The Manchester goods would not come over this line.

2167. Then the Manchester goods would continue to come, I suppose, by the Bristol and Exeter?—They would.

2168. There is, therefore, no advantage, as far as the traffic from Manchester is concerned, in making this a narrow gauge instead of a broad gauge line?—No; I apprehend not.

2169. You would not have the competition you speak of?—As regards Manchester I do not think the effect would be so great.

2170. Would there be any?—I think if they lowered their rates of toll altogether it would be the means of lowering the Bristol and Exeter rate; in the case of the Great Western they have had to alter the whole of their rates, not only in the north, but in the west of England; and we apprehend we should be in that position with the Bristol and Exeter.

2171. That is adverting to your original resolution of inserting clauses in the Devon and Dorset Bill?—It would evidently tend to lower the tariff of the Bristol and Exeter line, which is now allowed to be higher than the Great Western.

2172. That must be done, if at all, by introducing clauses in the Devon and Dorset Bill?—I apprehend the Great Western would not have their Bill allowed them unless they came before Parliament with a table of tolls which would be satisfactory to Parliament.

2173. You rather fly off from the topic we are upon; I was asking you whether, if this line were a narrow gauge instead of a broad gauge line, it would be

of

of any service to you as a competing line to Manchester?—It would not be of any service.

2174. Therefore it can only be by something contained in the Bill for the Devon and Dorset Railway, reducing the charges over the Bristol and Exeter?—The Devon and Dorset Bill would be the means of bringing forward through the Committee the tariff of the Bristol and Exeter.

2175. This Devon and Dorset Bill?—Yes; consequently we shall be relieved from the present high prices, and placed on the same terms as the Great Western charge, which we apprehend to be something like 20 per cent. less than the Bristol and Exeter.

2176. Do you look to that being done by clauses being inserted in this Bill?—No; but in the general Act of the Legislature.

2177. Then it has nothing to do with this Bill?—It has to do with this Bill, certainly; I cannot explain myself any farther to you.

2178. You tell me that you do not look to sending goods to Manchester by the narrow gauge, supposing it to be made here?—We have no dealings with Manchester in the way of sending goods; we have everything from Manchester.

2179. Or getting goods from Manchester?—I believe we cannot get goods from Manchester by the narrow gauge line, because the goods would have to go by way of London.

2180. I think an Honourable Member of the Committee asked you whether any of the directors of the Bristol and Exeter lived at Exeter?—Our Member, Mr. Divett, is a member of the Bristol and Exeter board.

2181. Is Dr. Miller a director of the Bristol and Exeter?—Yes.

2182. Does he reside at Exeter?—Yes.

2183. Mr. Buller, the chairman, lives close by, does not he?—He lives about seven miles from Exeter.

2184. By the *Committee.*] Did you refer to any of those gentlemen when you felt that there was so much cause of complaint?—I wrote to Mr. Buller.

2185. They did not attend the meeting; had you any deputation to them or anything of that kind?—There was a notice sent to Mr. Brutton, who represented the other company, and also to Mr. Saunders, desiring that they would attend that meeting; I sent a note to that effect to them, in order that they might attend.

2186. Mr. Serjeant *Wrangham.*] Which Mr. Saunders?—Messrs. Saunders & Kitson, I believe.

2187. A local attorney?—The local solicitor.

2188. To attend the meeting?—Yes, inviting them to attend the meeting; they were not merchants or traders, but we invited them.

2189. The question of the Honourable Chairman was, whether you had made any representation to the resident directors, Mr. Divett and Dr. Miller?—No, we have not made any representations to them; I did to Mr. Buller, and they have had many communications from parties in Exeter; Mr. Buller has been written to by Mr. Daniel as to the overcharges.

2190. The question was, whether you had made any representation to Dr. Miller and Mr. Divett, who are resident in the city of Exeter?—I have not done so as an individual, certainly; but I know that several parties have written letters to them on the ground of overcharge; I saw copies of their letters.

2191. I think you told us that the charges of the South-Western Company were considerably less than those of the Bristol and Exeter Company?—Yes, so I have understood; it was so stated at the meeting.

2192. Is your knowledge of the subject collected from the statement made at the meeting of which you have spoken at the Guildhall?—It is.

2193. From whom did you learn it?—Mr. Clench.

2194. He being secretary to the narrow gauge Yeovil line?—He is not so.

2195. He was?—He was at one time; he is a trader in Exeter now.

2196. When there was an Exeter and Yeovil line, he was secretary to it?—Yes.

2197. He gave you the information upon which you rely?—Yes; at the meeting at the Guildhall Mr. Clench produced a statement which he copied, he said, from the charges, and compared the two together, and it was found to be from 20 to 25 per cent. less on the narrow gauge than on the broad gauge.

2198. That is Mr. Clench's statement?—Yes, it is.

2199. Upon that you have relied in the evidence you have given here?—I believe Mr. Clench will be in court by-and-by.

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2200. You do not speak of your own knowledge of those charges?—I do not.

2201. You do not know whether for a certain class of goods the charges are not heavier on the South-Western than on the Bristol and Exeter?—I know on general narrow gauge lines the charges are much less, and I apprehend it is so on the South-Western; but I have never had any goods over that line.

2202. You apprehend that the charges on the South-Western are the same as they are upon the other narrow gauge lines?—I apprehend they are 20 to 25 per cent. less than the charges on the Great Western and the Bristol and Exeter.

2203. Your reason is that Mr. Clench told you so, and that the charges on narrow gauge lines are less than on broad gauge lines?—My knowledge is, that on narrow gauge lines their charges are lower.

2204. Your authority for saying that the charges on the South-Western are 25 per cent. lower than those on the Bristol and Exeter, is partly a statement made by Mr. Clench at the meeting, and partly your knowledge that on other narrow gauge lines the charges are less?—That is the fact.

2205. Without knowing anything about the charges on the South-Western?—Without knowing the charges, excepting by report.

Re-examined by Mr. *Johnson*.

2206. Mr. Divett, I believe, is the Honourable Member for Exeter, is not he?—Yes.

2207. And I suppose, principally resident in London?—He goes to and fro frequently.

2208. Where is his actual provincial residence?—It is eight or nine miles from Exeter.

2209. Do you know whether Mr. Divett was himself examined as a witness on behalf of the narrow gauge line to Exeter some time ago?—I do not know personally.

2210. Mr. Buller, I understand you to say, was chairman of the company to whom you have had recourse by letter?—Yes.

2211. And I understand you to say also, within your knowledge several other gentlemen, traders in Exeter, have made application to him for redress under similar circumstances?—Yes.

2212. Without success?—In my own case it was without success.

2213. My learned friend asked you if you ascertained that if the narrow gauge line were made to Exeter, goods would make any detour in order to reach Manchester; even that would not be such a circuit as they go now by Cork and Liverpool?—Certainly not.

2214. Let us take it hypothetically for a time that you do get the narrow gauge line to Exeter; have you any doubt that would immediately, by the competition, reduce generally the charges of the Bristol and Exeter?—I have no doubt of it.

2215. To follow out the same course to Manchester, have you any doubt that it would bring the Bristol and Exeter to reason and to moderation in their charges?—I believe it would reduce their charges.

2216. So that though you adopted the same mode of transit, it would be to your benefit as a trader to get a reduction of the rate?—Yes.

2217. In fact, what you put yourself is this, that the Great Western Railway now represent the Defiance coach, and you want the Regulator?—Yes, the Bristol and Exeter do.

2218. You want the Regulator?—Yes, that is the fact.

2219. You said that there was only one steam packet which used to go to Exeter down the Exe?—From Exeter to London. I should have said there was another steam packet from Teignmouth to London as well.

2220. What is the depth of water in the Exe; is a vessel of large tonnage capable of navigating it?—You can come over the bar at high water with a vessel of 14 or 15 feet.

2221. There was, I understand you, for some time past a steam vessel actually from Exeter?—Yes.

2222. Now I understand you the trade is sent by railway to Torquay, and by sea from thence?—Yes, and some were sent to Teignmouth, but that vessel is now stopped.

2223. In addition to the steamers which go from Torquay are there sailing vessels between London and Exeter?—There are.

2224. How many are there engaged in that trade?—There are eight or 10, I think; I am not certain as to the quantity.

2225. It is difficult to say when they precisely arrive and depart, because, I suppose, that depends upon the wind and weather; but do they keep going to and fro as rapidly as circumstances will enable them to do?—Yes.

2226. In that trade alone?—Yes.

2227. My learned friend put to you some questions with regard to a meeting which took place of the South-Western Company in October last; did you understand from him that the resolutions which were passed upon that occasion had reference to the central line, that is to say, the line from Salisbury through Yeovil, and not to the coast line?—I am not aware.

2228. Did you observe, that when he spoke to you he used particularly the word "central"?—Certainly.

2229. Do you know that that central line is one entirely contra-distinguished from the coast line from Exeter to Dorchester?—I do.

2230. Were the resolutions read to you at the meeting to which you have alluded as being held in Exeter?—I believe they were.

2231. See if this was read to you: "That in the opinion of this meeting the interests of this company are deeply concerned in procuring the rejection of the Devon and Dorset Railway Bill now pending in Parliament, and in extending thereafter this company's railway from Dorchester, through Bridport and Axminster to Exeter. That the directors be accordingly authorised and requested to pledge this company to apply to Parliament at the earliest period for powers to construct such last-mentioned line, and to put such powers into execution, so as to give the district in question the accommodation which such extension would afford, with the least possible delay"?—Yes.

2232. "That in the opinion of the meeting the interests of the country will be best promoted by the acquisition of such powers, and by raising the necessary capital by this company and not by independent parties; and the directors are hereby authorised and requested to take all measures appearing to them expedient for the furtherance of those objects"?—Yes.

2233. My learned friend asked you, and read from Herapath's Journal, the number of votes in favour of the central line and the number of votes against it; was it also stated to you what number of proprietors there were in favour of the coast line from Dorchester to Exeter, and what capital was represented, and what number of proxies and votes were given against it?—It was.

2234. Was the statement this: "The proxies received in favour of the Exeter Extension, this being the coast line, were 1,314 against 243; that the amount of stock represented in favour of the extension was 3,774,449*l.*, against it 570,502*l.*; the number of votes in favour of the extension being 23,646, and against 6,441"; was that represented to you?—The statement presented was that 8-10ths of the shareholders were in favour of the line.

2235. Supposing that number I have given you to be the correct number, there are 3,000 in favour of it more than voted at all upon the former occasion. I wish to set one matter right with respect to this meeting: as I understand you, the first movement on the part of the traders was when you had reason to believe that the Devon and Dorset line was the only line that would be constructed?—Yes.

2236. Was it upon that that you came to the conclusion of memorialising the Board of Trade?—I do not exactly recollect when it was.

2237. As I understand from you, first of all, there was a movement on the part of the traders in Exeter, in case the Bill passed, to get at the hands of Parliament a reduction of their tariff?—That was so.

2238. Was that in March?—It was.

2239. After that, as I understand you, on the 19th of May, you had reason to believe that another line of railway might be sanctioned?—Yes.

2240. Was it upon that, that the larger meeting which you have spoken of, which was held upon the 30th of May, was held at the Guildhall, at Exeter, at which the petition was signed by the number you have represented?—Yes.

2241. Therefore, the first interference on the part of the traders, was with a view to the reduction of the tariff, under the impression that no other line would be brought to Exeter?—Yes.

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2242. As soon as you thought you saw your way to another line, your tactics were changed, and you proposed to promote that line in preference to the Devon and Dorset?—Yes.

2243. Do you conceive that it would be desirable at all events, to wait for another Session of Parliament, to see whether that pledge will be fulfilled of carrying the coast line; the narrow gauge line?—We took immediate steps.

2244. You do not understand my question; do you think it would be for the interest of Exeter that they should immediately have this matter determined, or that a twelvemonth should be taken to see how sincere the South-Western are in carrying out their proposal?—There is a unanimous feeling that we had better wait till this object is attained, and we get the narrow gauge; I think eight out of ten, if I canvassed the whole of the city, would be of that opinion.

[The Witness withdrew.

[Adjourned to To-morrow, at Twelve o'clock.

Mercurii, 22° die Junii, 1853.

WILLIAM BECKETT, Esq., in the Chair.

The Earl of *Malmesbury*, Examined by Mr. *Calvert*.

Earl of *Malmesbury.*

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2245. I believe your Lordship resides at Heron Court, near Christchurch, in Hampshire?—Yes.

2246. I believe your Lordship recently held the office of Foreign Secretary under Her Majesty's late Government?—I did.

2247. Has your attention been for some years directed to railway communications to the south and west of England?—Yes; I suppose you mean in my public character.

2248. I will put that question presently; it has been so?—Yes.

2249. I believe you were a promoter of a coast line from Southampton to Dorchester some years ago?—Yes.

2250. That was on its first proposal; was not it?—Yes.

2251. Was that with regard to its local facilities, and also the public and military purposes it was calculated to answer?—It was.

2252. Is it your opinion that the extension of that line towards Exeter would be essential for public purposes?—I think it most important.

2253. With reference to the movement of troops and materiel along the southern coast, without any interruption or change of gauge, do you think it is important?—Especially for that purpose.

2254. And that applies to all the south-eastern part of England towards Exeter?—Along the coast, certainly.

2255. Would the effect of such an extension be, to put the different ports and arsenals and military depôts of the south of England on one unbroken line of communication?—Yes.

2256. Has one object which you have contemplated been the extension of this line towards Exeter?—Certainly.

2257. And I presume ultimately you would hope to see it extended towards Plymouth?—Yes, I should hope so.

2258. You would wish a line of unbroken gauge all the way from Portsmouth to Plymouth?—Yes.

2259. Were these matters much under your Lordship's consideration when you were in office?—They were.

2260. Did you communicate with the Commander-in-Chief and the Cabinet on the subject?—Both with the late Duke of Wellington and Lord Hardinge.

2261. Do

2261. Do you know that the opinion you have expressed generally is the opinion of those high authorities?—

Mr. Serjeant *Wrangham* objected to the question.

2262. After having communicated with the Duke of Wellington, did you remain of the opinion which you have already expressed?—I did.

2263. You did communicate with the Duke of Wellington?—Yes.

2264. Was his opinion the same as yours?—

Mr. Serjeant *Wrangham* objected to the question.

The *Chairman* stated that the Committee were of opinion that the question might be put.

2265. Will your Lordship have the goodness to inform the Committee what was the opinion of the Duke of Wellington as to this continuous communication along the south coast of England?—His opinion was most decidedly expressed, and that was, that it was most necessary that the gap now existing between Dorchester and Exeter should be filled up by a coast line. I may be permitted to add, that nothing is so usual in a Cabinet as for the Foreign Secretary to be in communication with the Commander-in-Chief upon such subjects. The late Cabinet considered for a considerable time the necessity of increasing the defences of the coast, and under those circumstances the conversation took place, and I considered that as an official conversation, inasmuch as I was a public character at that time.

2266. Was it the opinion of his Grace that it was important that the communication should be uninterrupted with respect to gauge?—He did not enter upon that subject.

2267. With regard to the Bill now before the Committee, I believe your Lordship is aware of the part of the country which that line would occupy if it were passed?—I am.

2268. Without troubling you upon the subject of its local utility, are you of opinion that it would be found to interrupt the fulfilment of the great object of connecting Exeter with the coast, east and west, by an uniform gauge if it were passed?—I do not understand the question.

2269. Without troubling your Lordship upon the question as it affects the local convenience, are you of opinion that the line now before the Committee will be detrimental as occupying the district which will ultimately prevent continuous communication from east to west by a narrow gauge system?—Decidedly.

2270. Is it also of importance that it should be on the same gauge with the great bulk of the railways in the north and centre of England?—I consider it to be so.

2271. I believe at the time that this communication took place with the Duke of Wellington there was a narrow gauge continuation proposed by Captain Moorsom?—I heard of it.

2272. Did that give rise to your Lordship's communication with the Duke upon the subject?—No, we did not enter upon the question of the gauge; the conversation was with reference to the necessity of the Dorchester line being prolonged to Exeter. At that time, as far as we knew, there was no question of the other line.

2273. There was no question then, except with respect to the narrow gauge line?—No, not that I know of.

2274. Are you aware that the South-Western Company are now willing to undertake to propose in a future year the continuation of the line from Dorchester to Exeter?—I have been told so.

2275. And to double their line between Southampton and Dorchester?—I have been told so.

2276. Should you think it most for the public advantage, that the fulfilment of that undertaking should be waited for, rather than that the line now before the Committee should at once be adopted.

Mr. Serjeant *Wrangham* objected to the question.

2277. Do you think it would certainly be for the public advantage that the passing of this Bill should at any rate be postponed for the present?—Not unless

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we were perfectly certain of having the other line prolonged and doubled the whole way from Southampton to Exeter.

2278. If you had a moral certainty of it, your Lordship would be of the opinion you have expressed?—That is an hypothesis I cannot enter into.

2279. Supposing that were the case, your Lordship's opinion would be that it would be worth while losing a year in order to wait for an ultimate advantage?—If we could have a positive security that that line would be doubled and prolonged to Exeter, I think there would be this advantage, that the troops would go upon one and the same gauge from the two great head-quarters, Exeter and Plymouth.

2280. So that, if you had at this moment the option between the two, you would prefer the narrow gauge system?—If it could be done immediately.

Cross-examined by Mr. Serjeant *Wrangham.*

2281. I suppose time is always important; the sooner the coast defences are completed the better?—No doubt.

2282. I think I understood your Lordship to say, in answer to my learned friend, that in your judgment, unless you have a perfect certainty of having a reduplication of the Southampton and Dorchester line, and an extension to Exeter forthwith, you would not be inclined to abandon the working of this line?—I should certainly be very unwilling to risk it, unless we had a positive certainty of having the narrow gauge line.

2283. I observe that your Lordship lays great stress upon the doubling the Dorchester line; it is a single line, is not it?—Yes.

2284. Is it found a convenient line for the accommodation of the traffic of the country?—It is very inconvenient in consequence of its being a single line.

2285. It does not give satisfaction to the public at all?—That is the fault which has always been found with it.

2286. I suppose the communication between Portsmouth and Plymouth would be of more importance than between Portsmouth and Exeter a good deal?—If I am to refer again to the conversation I had with his Grace the Duke of Wellington.

2287. I do not ask your Lordship to do that?—My own opinion is worth nothing. His opinion was, that it should be a coast line, and he went so far as to say the best distance from the coast would be about seven miles. I should say, therefore, in answer to the question, the late Duke's views were that the best line for the coast defence would be a line which followed to a certain degree the shape of the coast.

2288. At a distance of six or seven miles?—That is what he said.

2289. In communicating between Portsmouth and Plymouth, now, supposing this line were a narrow gauge line, there would be still a break at Exeter?—Yes.

2290. I suppose your Lordship is not acquainted with this locality so as to be able to tell us which is the most convenient place for a break, Dorchester or Exeter?—I have just said that I thought Exeter was the best, because you have a longer line upon the same gauge for troops coming from two head-quarters.

2291. Speaking locally, I do not understand your Lordship to be acquainted with the localities, so as to be able to tell the Committee whether physically Dorchester or Exeter is more convenient for the exchange of troops from one set of carriages to another?—No.

2292. From your Lordship's anxiety to have those coast defences completed as early as possible, I presume you would not be satisfied with the truce or armistice, the agreement to do nothing for three or five years, for either party in that country?—No; I should wish it to be done as soon as possible.

2293. I mean, that any arrangement between the two companies not to do anything either on the broad gauge or on the narrow gauge for three or five years would not meet your Lordship's views?—Certainly not.

Re-examined by Mr. *Calvert.*

2294. In reference to what your Lordship has said as to the inconvenience of the existing Southampton and Dorchester line, I suppose, if the South-Western Company doubled the line there, that inconvenience would be removed?—Yes.

2295. Is your Lordship aware that under the Act of the South-Western Company they are bound to double their line in case the return of their traffic amounts to 65,000*l.* a year?—I do not know the amount; I know there was a condition.

2296. Are

2296. Are you aware that they are now within 9,000*l.* a year of that sum?—No.

2297. His Grace the Duke of Wellington having said that he approved of a line of about seven miles from the coast, I suppose he would not approve of the South Devon line, which runs actually on the level of the sea, and close to it?—I merely state that as his opinion as being the best distance.

2298. You are not aware that the South Devon line does run at Dawlish and Teignmouth upon the shore?—No, I am not aware of that.

[His Lordship withdrew.

The Right Honourable *Sidney Herbert*, a Member of the House, Examined by Mr. *Johnson*.

2299. WE are aware that you are Secretary-at-War?—Yes.

2300. You are Member for South Wiltshire?—I am.

2301. Have you for several years past given your best consideration to, and taken a great interest in, projects from time to time devised for giving railway accommodation to the west of England?—Yes, I have.

2302. I believe you have considered the subject, not merely upon local but upon general grounds?—Yes; I gave evidence before the Committee in a previous year when I was Secretary-at-War.

2303. Is there any part of England in which the subject of railway accommodation ought to be considered so much upon general grounds, as well as local also, as this part of England, sought to be traversed by this line?—Certainly, it is one of the most important portions of England for public purposes.

2304. During a long period, from time to time, have you been in frequent communication on the subject with the highest military authorities of the kingdom?—Yes, I have.

2305. And so far as your statement may involve military considerations, do I understand you to be expressing their opinions as well as your own?—Yes; I should prefer to express their opinions to my own; being a civilian, my own opinion would have no weight.

2306. Has your attention been called to the Bill now under the consideration of this Committee for making the Devon and Dorset line?—Yes.

2307. In your judgment ought that line to be sanctioned by Parliament?—

Mr. Serjeant *Wrangham* objected to the question.

2308. As a public line, what is your opinion of the line?—I can explain the view I take of it in a few words. You will observe that there is now a narrow gauge communication from London to Woolwich, and from Woolwich to Chatham. From Chatham there is a line, which has passed the House of Commons, I believe, which would join Chatham with Canterbury. All those are narrow gauge. From Canterbury there is a line which goes to Dover. Dover is tied by a line going along the coast to all the different stations which are of importance on the southern coast up to Portsmouth. From Portsmouth there is a communication by the narrow gauge to Salisbury and to Dorchester. If that gauge could be continued as far as Exeter, and still more, if it could ultimately be continued as far as Plymouth, you would then have our important arsenals and ports upon the south coast connected by a railway without any break of gauge, and all the stores, troops, ammunition, and so on, could be moved with the greatest facility along. The same applies to the other line, the Guildford and Reigate, upon which troops could be moved in the same manner from Portsmouth.

2309. In your judgment, will the means afforded by the filling up of that country by the broad gauge line bring all those important arsenals in connexion?—My view of it is this: that if the Devon and Dorset line is constructed on the broad gauge, of course that puts out of the question the possibility of ultimately carrying the narrow gauge along it.

2310. I understand you to say that you think it would put out of the question the possibility of extending the narrow gauge further; do you think they would so occupy the country as to render that extension of the narrow gauge in the highest degree improbable for the future?—I think so, although we have succeeded in obtaining a line from Basingstoke as far as Salisbury, which is the commencement of a straight line to Exeter, as the crow flies; if the gap between

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Salisbury and Axminster were filled up with the narrow gauge, supposing likewise the Dorchester line were continued to Axminster, and so to Exeter, the chain would be perfect; but, of course, if so many miles are taken up as from Exeter to Maiden Newton upon the broad gauge, it would be hopeless to run a narrow gauge parallel to it.

2311. You are aware that at present there is no line either sanctioned, or which parties are prepared to give any undertaking to make, between Salisbury and Axminster?—There is none; I am in great hopes that there will be.

2312. Do you apprehend, supposing the narrow gauge extension were carried from Dorchester *viâ* Axminster to Exeter, there would be a reasonable hope of ultimately filling up the district lying between Salisbury and Axminster?—Yes; the line as far as Axminster from Exeter would be common to both, and the interval between Axminster and Salisbury is only 63 miles.

2313. Are you acquainted with that district of country between Salisbury and Axminster?—I cannot say I am, beyond a certain distance from Salisbury.

2314. Shall I say as far as Yeovil?—About half way to Yeovil.

2315. From what acquaintance you have with the characteristics of that country and its resources, do you think it such a district of country as would ultimately remunerate or justify the construction of a line of railway through it?—That is a question which has been already decided by Parliament when it passed that line.

2316. I believe again and again that question has been settled by Parliament, by granting the lines from Salisbury to Exeter?—Yes.

2317. Taking the central route to which you have just directed your attention?—Exactly so.

2318. You have mentioned also, that probably it would facilitate and ultimately result in the making of a line west of Exeter upon the narrow gauge to Plymouth?—That, of course, is speculation.

2319. In your judgment, would that be an essential object also to be obtained, if practicable, hereafter?—Certainly; it would be a great advantage.

2320. Supposing it to be a feasible scheme at any future time, do you also attach the same observation to this line, that it would obstruct the future making of that line?—Certainly, if the Devon and Dorset line were made, it would be impossible to suppose an isolated narrow gauge line from Exeter to Plymouth.

2321. Am I to understand the effect of your judgment to be, that at all events the matter should be postponed at present, and the country left open for ultimate legislation?—Exactly so.

2322. You look upon the Devon and Dorset line from Maiden Newton to Exeter as obstructive of that great principle being carried out?—Certainly.

2323. You said something about making a line from Dorchester to Exeter; are you aware that the South-Western Railway Company are now prepared to give a pledge for the construction of that portion of the line?—Yes; I see that at a meeting of the shareholders it has been sanctioned.

2324. I do not ask you how far they are sincere in that; but have you full faith in the sincerity of that pledge yourself?—I have every reason to believe that they will execute it.

2325. Have you given any consideration to the question of a break of gauge at Salisbury which has been suggested?—There is no break of gauge at present at Salisbury, because there is only one line.

2326. I think it has been suggested on former occasions, perhaps within your knowledge, by the broad gauge interest, that Salisbury would be a convenient place for a break of gauge?—Yes; they proposed a branch of the line, for which they obtained power, from the Wilts, Somerset and Weymouth to Salisbury; in that case there would be a break of gauge at Salisbury.

2327. What is your opinion as to that locality for a break of gauge; would it be desirable to have one there or not, on the road westward?—It would scarcely be the road westward; it would be a cross line connecting the south coast with the Bristol Channel; of necessity there must be a break of gauge somewhere for that communication, the South-Western upon the narrow gauge having, generally speaking, the south part of the territory, and the Great Western, upon the broad gauge, the northern part; but the line in the meanwhile is not completed, and I understand it is not intended to complete it.

2328. Supposing it were essential to make a broad gauge line to connect Exeter

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Exeter with the upper portion of that line?—You mean if they made the line from Castle Cary to Taunton.

2329. Are you aware that there was such a line promoted by them, and sanctioned by Parliament, of which they have permitted the powers to expire?—Yes, it was a line from Taunton to Castle Cary, and from Hungerford to Westbury; that would have shortened the Great Western route from London to Exeter very materially.

2330. In your judgment, would such a line as that, or even the existing line, afford for interior purposes all reasonable facilities on the broad gauge, before another line could be finished for the conveyance of troops?—There is no doubt that a line from Salisbury to Warminster, and from Castle Cary to Taunton, would be a very great advantage.

2331. Would that line be much shorter than the line by Maiden Newton?—I am not aware of the distances; with regard to the question of postponement, I think it would not be for the public advantage, for the sake of getting an immediate communication, the probability being that the delay would only be a delay for a year; to have a wrong line, for the saving of that one year in point of time.

2332. By that means preventing the execution of a better scheme?—Yes.

Cross-examined by Mr. *Alexander*.

2333. I think you were examined as a witness when the discussion between these rival companies was before Parliament in 1847 and 1848?—Yes.

2334. You are aware that the whole question of railways in the west of England was before Committees of both Houses of Parliament in the years 1846, 1847, and 1848?—It was.

2335. I believe your opinion then was, that a line through Salisbury and Yeovil, to Exeter, as passed in 1848, was necessary both for the local accommodation of the district traversed, and for the general public advantage?—Certainly.

2336. Since that was granted to the South-Western line, they have done nothing towards its inception even, I believe?—No; there were two sets of lines passed by Parliament, and I think that as soon as they were passed, after a great deal of money had been spent in procuring them, both companies dropped them.

2337. The South-Western have done nothing to those central lines from Salisbury to Exeter, upon which you gave your testimony in that year?—No.

2338. Nor the Great Western upon the other line?—No.

2339. In your judgment is not it an important feature of the coast extension line from Dorchester to Exeter, that it will facilitate the formation of that central line of which you are in favour?—It would facilitate it so far as it would create a line from Exeter as far as Axminster, which would be common to both lines; in no other way would it facilitate it.

2340. There would be a portion of that common to both lines, namely, from Exeter to Axminster?—Yes.

2341. Cognisant as you are of the legislation of 1846, 1847 and 1848, if the Committee granted this line it would in fact be a practical reversal of those Parliamentary decisions?—Certainly.

2342. I believe you are a member of a committee formed in the county you represent, for the purpose of communicating with the Great Western Company on the subject of the completion of certain lines of railway in that district?—Yes.

2343. Among the other lines which that committee was anxious to see completed, was the Warminster and Salisbury line one?—Yes.

2344. I presume, therefore, that that committee and yourself considered that necessary for the accommodation of the district?—Yes, it is very important to us, because it will give us access by railway to the Somersetshire coal field.

2345. Would it also form a communication between the Bristol Channel and the south?—It would.

2346. Both locally and for public purposes, you and the committee with which you acted support that line?—Yes, that ties Bath and Bristol to Southampton and Portsmouth; at present you must go round by Basingstoke, an immense distance, in order to communicate between those places.

2347. I believe the result of those negotiations with the Great Western was, that they refused to complete that line?—They refused to complete that line.

2348. As to the South-Western Company, they have been compelled, I believe,

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by what is called the pressure from without, to apply to Parliament for an Act to complete their line from Basingstoke to Salisbury?—Yes, that part of Wiltshire lay between the lines, and it was likely to be provided by neither company, and we complained very much that both the South-Western and the Great Western had behaved very ill to us in not completing the lines; an independent company was started to make the line from Salisbury to Basingstoke, and then by a subsequent arrangement the South-Western undertook to make the line.

2349. There is in the Bill a compulsory clause under Mr. Cardwell's regulations to compel its completion?—Yes.

2350. I suppose your opinion is in favour of Parliament now upholding the decision it came to in 1846, 1847 and 1848, in favour of that central line?—Yes.

2351. By the *Committee.*] Is the line from Basingstoke to Salisbury a double or a single line?—A double line.

2352. Mr. *Alexander.*] You think that will best be done by withholding from the Great Western Company the line which they now seek?—Yes.

2353. A question was put to Lord Malmesbury about the delay; whether he would object to delay in the formation of a line from Exeter to Maiden Newton?—

Mr. Serjeant *Wrangham* objected to the question.

2354. Do you think there is any just comparison to be instituted between the delay of a year in making the Devon and Dorset line, and the evil of blocking out the country from the narrow gauge by granting that line?—

Mr. Serjeant *Wrangham* objected to the question, and submitted, that the cross-examination did not arise upon any allegation in the petition upon which Mr. Alexander appeared.

Mr. *Alexander* was heard in support of the question.

The *Chairman* stated that the Committee were of opinion that the question could not be put.

2355. Is there any foundation for saying that the country is a desert between Salisbury and Yeovil?—Certainly not; so far as I am acquainted with it, it is a very rich agricultural country.

Cross-examined by Mr. Serjeant *Wrangham.*

2356. I understand you to desire to postpone this line, as it is called, because you believe the South-Western Railway Company are sincere in their pledge, or the profession of their intention of coming to Parliament next year for a line?—Yes, I think the line would be made.

2357. That is your opinion, that it will be made, founded probably upon the execution of the power when Parliament did put it into their hands?—Not at all; you use the word sincerity.

2358. It was your word; you said that you believed the South-Western Company were sincere in the resolution which was come to at the meeting to which you adverted, as to making this line, or applying to Parliament for this line?—I think it is a *bonâ fide* intention on their part.

2359. Does that apply to the line from Salisbury to Exeter, or the line from Dorchester to Exeter?—The line from Dorchester; there has been no decision of the shareholders in favour of the line from Salisbury to Exeter.

2360. There has been a decision against it, has not there?—There was a decision a year ago against any extension; since that there has been a decision in favour of an extension from Dorchester.

2361. Not a year ago, but nearly half a year ago, are not you aware of a decision in which the shareholders were polled against the Western Extension, in October last?—I am aware of it.

2362. Just before the time when the notices were to be given for Bills in Parliament?—Yes.

2363. Upon that poll the decision of the company was against the Western Extension?—It was.

2364. And I believe the chairman declared that the question of these western extensions was now finally set at rest?—If he said so, he was a bad prophet, because they have since determined to carry them on.

2365. The

2365. The meeting at which the resolution to which you adverted, in answer to my learned friend, was come to, met last month?—Yes.

2366. Just when the contest in this room was approaching?—Very likely.

2367. You say they decided a year ago against any extension?—Yes.

2368. Then, in November they decided against the Western Extension; now, in May, they decide in favour of a particular western extension?—Yes.

2369. How does that bear out your reliance upon the execution of any line by those gentlemen, who change their minds so frequently?—Railway companies do not undertake these things unless they have great expectations of benefit, or unless they are forced to do it by the appearance of a competing line within their district. I cannot account for the motives of railway companies, but I have the fullest expectation that under present circumstances, it is very much their interest to go on with that line, and that it will be done.

2370. I suppose it was equally their interest, in your judgment, to go on with the Salisbury line to Exeter?—I should rather not give an opinion upon that.

2371. Parliament settled it, you say?—Yes.

2372. That was the answer you gave my learned friend?—Yes.

2373. As I take it, you consider the making of this line will tend to facilitate the making of the central line?—I said in one way only, which is by making so much of that line as lies between Exeter and Axminster.

2374. By making that part only you think, that would tend to encourage the making of the central line?—Yes.

2375. The central line is the line which you desire to see made?—I should like to see the central line made; I speak here as having two interests, one as representing a public department, the other as representing the county of Wiltshire; of course Wiltshire and Dorsetshire would be very much accommodated by the central line.

2376. This line would be of use, in your judgment, in encouraging the making of that by the line being made to Axminster?—Yes; I said in no other way.

2377. Would not it have the effect of rather discouraging the South-Western Railway from making a line from Salisbury to Axminster when they had a line from London to Axminster already of their own by Dorchester?—The South-Western Company have just undertaken to make a line from Basingstoke to Salisbury, and I cannot conceive of anything more against their interest than that, because it is a great loss of mileage; they now take us down to Bishopstoke and up again to Salisbury, but they have been compelled to make that new line because an independent company came in and threatened to make it against them, upon which they took it into their own hands; it does, therefore, follow that the extension from Salisbury to Axminster might be made by the South-Western; it might be made by independent parties.

2378. As I think you told us, there has been nothing done whatever, not a spade put into the ground, between Salisbury and Exeter?—No, there are no powers now.

2379. There never has been while the powers existed?—No.

2380. I believe the shareholders have uniformly negatived the line at every meeting?—Yes.

2381. And refused permission to have it made?—Yes.

2382. Upon the ground that it was not expedient to be extending their lines; they wanted to have their capital account closed?—I am not a shareholder, and cannot state what their reasons were.

2383. You say that the line from Basingstoke to Salisbury is to be a double line, you understand?—So I hear.

2384. From Basingstoke to Andover?—From Basingstoke by Andover to Salisbury.

2385. What is the line from Basingstoke to Andover; is it a double line or a single line?—I am not aware.

2386. If the line from Basingstoke to Andover is a single one, I suppose it would not be of much use to extend it by a double line to Salisbury?—No; I am not aware of the fact whether it is a single line or not.

2387. Have you had much experience of single lines?—No, I have not; I have been upon the Dorchester line, and that is all.

2388. You got off it as quickly as you could?—Not so quickly as I should have liked.

2389. I rather take it from your answer to my learned friend, that Parliament

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had settled the question, that, in truth, you are not very sanguine as to the commercial results of a line from Salisbury by Yeovil to Exeter?—Really, I have no means of judging of that.

2390. It would a good deal depend upon that, whether an independent company was likely to take it up?—Yes, it would; I apprehend the question of traffic was gone into in those years when this contest took place, and the Committees before whom it was decided must have been satisfied upon that subject.

2391. Not quite, I think; there were two lines competing with each other by Yeovil to Exeter; probably the Committee might take it for granted that there was traffic when there were competitors for it?—Do you refer to the line going by Westbury?

2392. No, from Salisbury to Yeovil, and from Yeovil to Exeter?—From Salisbury to Yeovil there was only one line, I understand.

2393. Yes, two; the broad gauge as well as the narrow gauge: if that were so, and it is the fact, that there were competing lines from Salisbury by Yeovil to Exeter, one promoted by the South-Western Company, and the other by the Great Western Company, the Committee would not trouble themselves much about the probable traffic?—I suppose if there were two companies competing, they both thought there was traffic.

2394. You mentioned the communication with Bristol and Wales; do you think it important that there should be an unbroken communication between this coast and the Bristol Channel and Wales?—Between the Bristol Channel and the south coast?

2395. Yes, and between the south coast and Wales?—What part of the south coast do you mean?

2396. Take any part of the south coast; I wish to ask about the part we are discussing?—My view is expressed upon the whole district, Portsmouth being the main point; it is not possible to make a communication between Portsmouth and Bristol without a break of gauge.

2397. Supposing there were troops at Bristol, or troops in Wales, and it was desirable to move them down to Bridport or this part of the coast, would it be desirable that they should come by an unbroken line?—It would be desirable, of course, that they should come by an unbroken line, and I think they can do so now; they can come to Dorchester.

2398. They only get to Dorchester, any how?—They can get to Exeter, and they can get to Plymouth.

2399. How are they to get to any part of this 50 miles of coast between Exeter and Dorchester?—Those are places of very minor importance.

2400. I thought this part of the coast was very important?—Very important indeed, as connected with the eastern part of the coast; it is its connexion which makes its importance; if you can isolate Exeter, Plymouth, and Bridport from the rest, it ceases to be of the same importance; what we want is a continuous gauge along the coast.

2401. Are the two points upon the coast, which in your judgment it is most important to unite, Plymouth and Portsmouth?—Yes; Plymouth, Exeter, and Portsmouth.

2402. A connexion between two those great arsenals, I suppose, would be most important?—Yes; I do not attach more importance to it than I do to those to the east of Portsmouth, but those are already completed.

2403. Plymouth is the great western arsenal which it is desirable to connect, I understand you?—Exactly so.

2404. It is with a view of connecting the arsenals and stations of the country, rather than with a view to the defence of the mere coast, that you think a line would be of importance?—In both respects.

2405. When I put to you, a little while ago, the defence of the coast lying between Plymouth and Exeter, you told me that that was of minor importance?—It is of minor importance as connected with South Wales; it is of great importance as connected with the south of England.

2406. And with the northern counties?—You get everything through London.

2407. In the case of troops at Birmingham, for instance?—I am speaking of the defence of the whole south coast.

2408. I am talking of this part of the coast which this line is intended to accommodate; would not it be desirable to have an unbroken communication between any station for troops in the neighbourhood of Birmingham and this part of the coast?—

coast?—*Per se* it would, but it is not so important as to have an unbroken communication along the south coast.

2409. A line from Salisbury to Warminster, I think, you consider of great importance?—It is of importance, I think.

2410. I understood you to say that the Great Western Company had refused to make that line?—So I understand.

2411. Not from them, I think?—We were informed that it was not a line that was likely to be made.

2412. By whom were you so informed?—I am not aware through whom the communication was made; we received a letter from the secretary to the company, stating that they did not intend to make that line.

2413. When was that; I am told you are in error?—I am confident I am not in error about it.

2414. Have you that letter?—No, I have not.

2415. When was it the letter was written?—It was during some period of the winter; Mr. Saunders will tell you.

2416. A letter refusing to make that line?—Yes.

2417. From Mr. Saunders, the secretary to the Great Western Company?—It was signed by some other gentleman, not Mr. Saunders.

2418. Can you tell me to whom it was addressed?—There was a committee at Salisbury to communicate with the Great Western Company.

2419. Have you seen the letter?—I am speaking from memory; it is something that occurred some time back, but I am very confident that our solicitations to the Great Western to complete the line were not favourably received.

2420. I understood from you, first of all, that the Great Western Company had refused to make the line?—Yes, that is my understanding.

2421. Have you seen the letter?—Yes, my impression is so; I cannot describe to you now what the letter is.

2422. I may venture again to say that I think you are in error; are not you aware that affidavits have been sworn in support of an application for a mandamus inconsistent with the existence of any such letter?—I am very glad to hear it.

2423. In support of an application for a mandamus, but inconsistent with the existence of any letter on the part of the Great Western Company refusing to make the Salisbury and Warminster line?—Mr. Saunders is close to you, and he must be aware of the circumstances; I may be in error therefore in saying that there was any letter upon the subject; my impression was that it had been in writing; we certainly understood that the Great Western did not mean to make that line, and I shall be very glad to hear that I am mistaken in that respect.

2424. You had interviews, I think, with Mr. Saunders?—Yes; that was at an earlier period of last winter.

2425. In company with Mr. Sutherland?—In company with Mr. Sutherland.

2426. Was not the proposition on the part of the Great Western Company, that if the parties interested in the line would find one-third of the capital necessary for its construction, even at that time they were willing to make the line?—There was some proposal, I think, made to us, that if the landowners would subscribe a certain amount of capital they would make the line; but country gentlemen are not very ready to undertake speculations of that kind, and they declined.

2427. I am not at all quarrelling with the country gentlemen for declining, but that is not quite the same thing as the Great Western refusing?—I think it is very nearly the same thing; the Great Western having taken powers to raise capital and make the line, and having commenced making it, we thought they had nothing to do but to complete it.

2428. You are probably aware of the pledge which has now been given, in the event of this Bill passing, that the line from Salisbury to Warminster shall be finished?—I have heard it mentioned; I am not aware of a pledge being given.

2429. Would that be a satisfactory assurance to you and those who are interested in the making of the Salisbury and Warminster line?—I am obliged to look at this as a matter in which the military department are interested; I must say, that in that respect it would not be a satisfactory assurance.

2430. As far as the military department are concerned?—No.

2431. Will you tell me, in regard to the military department, whether you think Dorchester or Exeter is the better place for a break of gauge, if a break of gauge there is to be?—I am not locally acquainted with Dorchester and Exeter

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in detail; I conceive that if there is to be a break of gauge the further it can be got to the westward the better.

2432. That is, supposing the same conveniences existed for effecting the transhipment of a large body of troops at one point as at the other?—Yes.

2433. If in the one place there was a large and open space available for that purpose, and in the other a confined and narrow and daily narrower space available for it, that would affect your judgment on the subject, would not it?—Yes, to a certain extent, of course, it would; but I apprehend the main object in selecting a place where there should be a break of gauge is, that it should be a place of such importance in the railway system that there should always be likely to be there a large amount of rolling stock, and so on, so that in case of a transfer of troops or stores being necessary upon any sudden emergency there should be no delay in consequence of the want of carriages.

2434. I suppose that would generally be the case at the terminal station of the line, would not it?—Not necessarily; it depends very much upon whether the terminus is an important one or not.

2435. In these days of electric telegraphs I suppose there would be no difficulty in bringing any number of carriages from the central depôt to receive troops?—Anything that requiresi pre-arrangement adds to the inconvenience; Exeter is a large place; troops arriving in Exeter, if required, could be moved northward or southward; at Dorchester they could only remain; if the line is completed, going northward to Yeovil, they could be moved along that line, but getting to Exeter they would there be available to be moved in any direction; they would have got to the westward, which is the great object.

2436. Still, if the break is to take place before they reach their ultimate destination, it cannot much matter whether it is within 50 miles of the end or 100?—It matters to that extent, the further you can get it to the westward the further you can go before the break takes place, and more places are included without a break of gauge to which it may be necessary they should be sent.

2437. Supposing the line of the Devon and Dorset to be made upon the narrow gauge, there would be a break, would not there, with respect to all the traffic coming down either of the red lines to either extremity of the yellow, and seeking to pass to any point upon the yellow?—Except to Dorchester and Weymouth.

2438. I am speaking of the country through which the yellow line passes?—Yes.

2439. Everything seeking to pass to any point on that line, coming down from Bridgwater, or coming down the Frome line to Chippenham, would have a break of gauge at either end of the yellow line?—Exactly so.

2440. If, for instance, a person were coming down the red line and seeking to pass to Exeter, he would come by the broad gauge to Maiden Newton; there he must change the gauge; and then, if passing beyond Exeter, he must change the gauge again?—Where is the first break?

2441. Maiden Newton; supposing any one going to a point beyond Exeter, going from Frome to Plymouth, we will say, there would be a break of gauge at Maiden Newton, supposing the yellow line to be on the narrow gauge?—A person going from Frome to Plymouth, I apprehend, would not come down that way.

2442. How is he to go?—From Yeovil, and from there to Taunton, and from there to Exeter.

2443. That would be very circuitous?—Not much difference.

2444. Take the lower part of the red line, which is the question I asked you first, in the neighbourhood Crewkerne, or whatever the place is which is marked there; it would be circuitous to go up the red line to Yeovil, then to Taunton, and then down to Exeter, and yet to go beyond Exeter he must incur two breaks of gauge, one at Maiden Newton and one at Exeter?—We are speaking of troops and stores; the importance of the absence of a break of gauge would be sufficient to justify their going from Crewkerne by Yeovil and Taunton.

2445. When sending troops from what point?—You put the case of a person going from Crewkerne to Plymouth; I say, if there were troops and stores, the value of the absence of a break of gauge would be sufficient to justify their going by Yeovil and Taunton to Exeter, instead of going by Maiden Newton.

2446. Proving thereby the inconvenience they would be exposed to by the more direct line?—No doubt a break of gauge is a great inconvenience.

Re-examined

Re-examined by Mr. *Johnson*.

2447. Do you contemplate it as very likely that troops would be congregated at Crewkerne?—No, I do not.

2448. I suppose that there are no very large barracks there, are there?—I am not aware of any.

2449. As I understand, the great object is to have a line of railway running along the south coast of England?—Yes.

2450. That would be the most probable part of the country to be invaded, in case of an invasion?—Certainly.

2451. Where are the main depôts of troops; am I right in saying Weedon, Windsor, Woolwich, London, Chatham, Dover, Winchester, Chichester, Portsmouth, Brighton and Dorchester?—Yes; and probably Portland.

2452. And Exeter?—And Exeter.

2453. Would any depôt of troops on any of the northern lines, or say South Wales, as my learned friend put to you, bear any comparison with the depôts of troops located in the places I have mentioned?—Not for one moment.

2454. You are aware that every place I have mentioned would be put in immediate connexion by an unbroken line of railway, with the narrow gauge, if it were extended to Exeter, and ultimately to Plymouth?—Yes.

2455. By the *Committee*.] Will Weedon be?—Yes.

2456. Mr. *Johnson*.] The whole of them would be brought into connexion without any transhipment whatsoever?—Yes.

2457. Are you aware that the Great Western are under the obligation to lay down the narrow gauge as between Oxford and Basingstoke?—No, I am not aware of that.

2458. I think you said, in answer to my learned friend, that you believed the South-Western Company to be sincere in their intention to make the line from Exeter to Dorchester; supposing them to seek powers from Parliament, are you aware that under modern legislation, they are put under penalties or recognizances for the execution of such a line?—They are.

2459. Therefore it must be determined, one way or the other, in another Session of Parliament?—Exactly so.

2460. And it only involves, therefore, the delay of a year, which I understand you to say is essential for both public and private interests in this matter?—Yes.

2461. You were asked whether the South-Western Company had not passed a resolution against the Western Extension; are you aware that that resolution had only reference to the central line, to which you have spoken, between Salisbury and Exeter?—Yes.

2462. There was no such resolution passed, but, on the contrary, an affirmative resolution in favour of the coast line?—Yes, there has been lately.

2463. Was that negative resolution as to a central line, anterior to the making or to the authorisation of the Salisbury and Basingstoke line?—Yes.

2464. We are told that that has just passed the Legislature; you stated that there was an independent company formed for the making of that line between Basingstoke and Salisbury?—Yes.

2465. Were you a subscriber as well as a promoter of that line?—Yes; most of the gentry in the neighbourhood joined it, with a view of carrying it out; it was very important to the neighbourhood.

2466. I understand you to say that in your judgment a line extended from Salisbury to Exeter would be of equal importance at a future time?—Yes.

2467. Would that make the most central direct communication with London?—From London to Exeter it would; it is as straight as the crow flies.

2468. Was the subject of the traffic upon that line, taking that course through the country, amply and fully considered before the Committees of Parliament in the years 1847 and 1848; I think we sat for 53 days?—Yes, it was a very long sitting.

2469. You have been asked, also, as to the extension of the line from Dorchester to Exeter; have you any doubt that it would be much to the interest and add largely to the revenues of that line, if it were extended to Exeter?—I should think it would.

2470. I think your attention was called to the clause under which, after they realised 65,000 *l.* a year gross revenue, they are bound to double the line?—Yes.

Right Hon. *S. Herbert*, M.P.

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2471. The bridges being made for a double line, and land taken for a double line?—Yes.

2472. I understand you to say that you appear here in two characters, in a private one, in which you favour the construction of the central line?—Yes, as representing that part of the country.

2473. In your public capacity I understand you strongly to urge the extension of a narrow gauge line along the coast?—Yes, it would be very useful.

2474. With respect to the line which was sanctioned in 1847 and 1848, which the South-Western are reproached for not having made, are you aware that subsequently to that time a period of great financial difficulty arose?—Yes.

2475. Which debarred both companies from constructing the lines which they had received Parliamentary sanction for making in those years?—Yes, both companies dropped the lines they had obtained from Parliament.

2476. You were asked with regard to the concentration of troops and the facility of getting a quantity of rolling stock for their transmission from different points; do you apprehend that that would be convenient at Dorchester, or more easily effected at Exeter?—I have no means of speaking upon that; but I should imagine that Exeter being a place of far greater importance, would be more easily accessible by large amounts of rolling stock, to be sent at any particular moment required for the transfer of troops.

2477. Supposing there to be a break of gauge at present at Exeter, you say you are not without hope of the narrow gauge being carried on at some future day to Plymouth and beyond?—That, as I understand, is the furthest point westward, and there is a possibility some day of the narrow gauge being still further continued.

2478. Is it the case that Dorchester would be the extreme end of the South-Western system?—Yes.

2479. Whereas, with respect to Exeter, it might be taken as a central position where they might concentrate stock to a great extent in case of emergency?—Yes.

2480. By the *Committee.*] Do you imagine that the South-Western Company will receive local support in your own district?—It would receive local support in my own district.

2481. But not the proposed line between Exeter and Dorchester; the local support you speak of would be for a line in the county of Wilts?—Between Exeter and Dorchester is a part of the country I have no local connexion with; Lord Ashburton has property there, who is an advocate for the continuance of the narrow gauge.

2482. I rather speak of pecuniary support?—Country gentlemen may take a few shares, in order to identify themselves with the transaction, but they are not strong in the three per cents.

[Mr. *Sidney Herbert* withdrew.

Mr. *William Kennaway*, Examined by Mr. *Calvert.*

Mr. *W. Kennaway.*

2483. I BELIEVE you live in the city of Exeter?—Yes.

2484. A magistrate there?—Yes.

2485. I believe you have been twice mayor of the city?—Yes.

2486. Your family have long carried on an extensive business as wine merchants?—About 80 years.

2487. Have you yourself been in business between 30 and 40 years there?—Thirty-six years.

2488. Are you accustomed to send and receive considerable quantities of goods to and from London?—I am.

2489. Do you take the broad gauge charges to be high or low?—I consider them high.

2490. When the goods come, does a ticket come with them?—It does.

2491. Does that ticket distinguish what are the charges of the Great Western Company, and what are the charges of the Bristol and Exeter Company?—It does not.

2492. So that you have no means of ascertaining the correctness of the charge on one or the other part of the route?—I have not.

2493. Are there frequently considerable variations of charge?—Yes; I have found

found it to be the case; I have found very considerable variations in the charge. Mr. W. Kennard 22 June 1853

2494. Is that in respect to the sum paid?—The sum paid for the same description of goods. In their bill of charges it is not specified under what class of charge their goods are carried per ton or per cwt.

2495. By the *Committee.*] Neither class nor rate is specified?—No.

2496. Mr. *Calvert.*] Have you sent machinery by those lines?—I have, recently.

2497. What did it contain; I believe a flour-mill?—Yes.

2498. And a potato-harrow?—Yes.

2499. Were they packed to go to New Zealand?—Yes.

2500. What was the weight?—Between 11 and 12 cwt., I think.

2501. What did you pay per ton?—Seventy-one shillings and threepence from station to station; that is from the Exeter station to the terminus in London, and 10*s.* per ton for the conveyance from the Paddington station to the East India Docks.

2502. By the *Committee.*] How many miles is that?—To London it is 193 miles.

2503. Mr. *Calvert.*] I believe you were surprised at the amount of the charge, and you sent to the company to inquire the particulars?—Before sending the goods I sent to ascertain the rate of charge; I sent to the superintendent of the goods department.

2504. Do you produce the memorandum which you obtained from that department?—Yes, I have it here.

2505. Was this obtained before the goods were sent, or after?—Before I had made arrangements for sending it by ship, but found that there was not sufficient time for it to reach London, and necessity compelled me to send it by rail, or else I should not have sent it at that high charge.

2506. Does this high rate of charge impose upon you the necessity of getting goods conveyed by water as much as you can?—I invariably do when I can give time to the conveyance in that way. I have frequently had goods by the steamer which goes to Torquay, and from thence by the South Devon Railway back to Exeter, in order to save expense. I have found that I can obtain goods at a less charge by that conveyance.

2507. When was it that you sent the goods that you spoke of just now?—The date is not specified on the bill, but I think it was in the latter end of May.

2508. In this year?—Yes.

2509. You are aware that the Great Western reduced their charges last year?—Yes.

2510. By the *Committee.*] Have you calculated what it was per ton per mile?—I have not made that calculation.

2511. Mr. *Calvert.*] Have you considered the plan which is before the Committee, the Devon and Dorset line?—I have.

2512. Have you also considered the proposed extension by the South-Western Company?—I have.

2513. Which do you think the best for Exeter?—The Dorchester Extension.

2514. The South-Western Extension?—Yes.

2515. Would the line now before the Committee be of any real use at all to the Exeter through traffic on its way to the east?—Not for the through traffic to London.

2516. Supposing, on the other hand, the line were completed on the narrow gauge from Dorchester to Exeter, should you look to that as a means of obtaining ultimately communication by the narrow gauge from Exeter to Salisbury?—I should.

2517. Supposing, on the other hand, the present Bill is sanctioned, would not you look at it as a means of preventing any chance of that communication ever being effected?—I have been informed, and I understand it will prevent the future construction of a narrow gauge line.

2518. By putting this access to Exeter into the hands of the Bristol and Exeter and Great Western Companies?—Yes.

2519. Do you remember the station that was proposed some years ago at Exeter for the narrow gauge line?—Yes, in Queen-street.

2520. Which was best for Exeter, the station in that position or the station

Mr. W. Kennaway. in the position in which the present station is?—The station in Queen-street would be infinitely preferable.

22 June 1853. 2521. Does the present station produce inconvenience and expense to the traffic of Exeter?—It does, from its distance from Exeter.

2522. Have you long been acquainted with the feelings and opinions of the people at Exeter upon the subject?—I have.

2523. And you have taken part in the proceedings adopted in reference to railway communication there?—I have generally.

2524. Are the opinions of the people of Exeter similar to your own in favour of the extension of the narrow gauge in that direction?—I believe a very large majority indeed are.

2525. I believe in 1845 you were a witness in support of the Exeter, Yeovil, and Salisbury line?—Yes.

2526. That was a narrow gauge line?—Yes.

2527. I believe the citizens of Exeter supported that line to a great extent?—They did.

2528. Did you attend and take part at a public meeting on the 30th of May last?—I did.

2529. That was at the Guildhall in Exeter, was not it?—It was.

2530. Was that a large and influential meeting?—It was.

2531. About 500 people were present, were there not?—From 500 to 600.

2532. Were not there amendments proposed?—There was an amendment.

2533. By whom was it proposed?—It was proposed by Mr. Gord, and seconded by Mr. Moore.

2534. And a speech was made in favour of the amendment, and also a speech by the seconder of the amendment?—Yes.

2535. And then there was a division, was not there, about 495 to five?—That was about the proportion, I should say.

2536. That we may take as the estimate of the worth of the two plans?—As far as their estimation in Exeter goes.

Cross-examined by Mr. Serjeant *Wrangham.*

2537. I believe you made a speech at the meeting, did not you?—I proposed one of the resolutions.

2538. And made a speech in so proposing it?—Yes.

2539. An animated and eloquent speech?—I did not express any opinion of my own elocution; I did not ask the opinion of my fellow citizens upon it.

2540. Did you wind up with a poetic effusion?—I believe I did; I made a quotation.

2541. You concluded by "addressing to your fellow citizens the words of an Athenian orator, at a time when Athens groaned under the despotic sway of 30 tyrants, though they were not railway tyrants;

> If in your breast one spark of spirit lies,
> Rise to redeem your power to conquer, rise."

What orator did you refer to?—I was subpœnaed to give railway evidence, and not classical evidence.

2542. You caught the meeting with that amazingly?—The cause caught the meeting, not my oratory.

2543. The vote of 700,000*l.* by the South-Western Company?—It was stated that the South-Western Company were prepared to vote 700,000*l.*

2544. The South-Western Company?—Yes.

2545. That was stated, was it?—Yes; I did not state it.

2546. That and the Athenian orator carried the day?—The day was carried.

2547. You say you think that the making of a narrow gauge line between Exeter and Dorchester would help you to a line from Exeter to Yeovil, and from Yeovil to Salisbury?—Yes; I think it would eventually tend to the formation of such a line.

2548. To the formation of a line to Salisbury by way of Yeovil?—Yes.

2549. Do you look to that line being made by the South-Western Railway Company, or by a company standing upon its own resources?—I should mainly look to the South-Western Company.

2550. You

2550. You are probably aware that the South-Western shareholders have very recently, upon a vote taken, negatived such a line?—I am.

2551. But you do not think much of their votes?—They have reversed their feelings and opinions upon that point since.

2552. I ask you again then, whether that induces you to place great reliance upon the stability of their resolutions, when you find that between November and May they have reversed their decisions?—I think their own interest will induce them to construct that line.

2553. Is it for their own interest that having one narrow gauge line between Exeter and London, they should make a second to compete with it?—I think it would be for their interest, in order to get the traffic of the West of England.

2554. You do not quite answer my question. I want to know whether you think that it would be for the interest of the South-Western Company, assuming them to have one narrow gauge line to Exeter, to make a second line for the purpose of accommodating the same traffic?—I suppose it would be equally so as for the Great Western Company to construct this line, which is now proposed; they propose to have a competing line with their own. The line proposed by the Great Western would be, in a measure, a second line.

2555. To where?—It would be a competing line with the Bristol and Exeter, and with the Great Western, certainly.

2556. You do not mean to compare this line as a competing line with the existing broad gauge lines to London, to the competition between the narrow gauge coast line, which for this purpose we will suppose made to Exeter, and another narrow gauge line belonging to the same company, to be afterwards made by Salisbury to London?—No, I do not.

2557. Then I ask you again, as a commercial man, whether or not, supposing the South-Western Company have a line from Dorchester to Exeter, it is not tolerably clear that they never will make another and a shorter line by Salisbury to London, to take the traffic off the Exeter and Dorchester line?—I do not feel myself competent to give an opinion upon that; I have not sufficiently studied the traffic of that part of the country. I have given opinions, from what I have heard, that it will be made.

2558. You tell my learned friend, in giving evidence, that you think if a narrow gauge line were made from Dorchester to Exeter, it would tend ultimately to the making by the same company of another line from Exeter to Axminster by Yeovil to Salisbury. I want to test the value of that opinion, and I ask you, as a commercial man, whether you think it at all probable that if that company had got one line by the coast to Exeter, that would lead them to make a second and a shorter one, which would have the effect of taking the through traffic off the coast line; would not it act directly in the reverse way?—They would make their own calculations upon it before they made the line.

2559. Would not it manifestly be a reason for preventing their making a line by Salisbury, that they had already a longer line by the coast, which would be sacrificed by the shorter line to Salisbury; is not that obvious?—It would have that effect certainly, if that were the case.

2560. You say the feeling was strong at that meeting at Exeter; do you think the Exeter tradespeople would subscribe much money to a railway?—I think they would very readily support it as far as their means would go; their anxiety is so great for the line that I think they would support that more than any other scheme of railways which has been proposed.

2561. Have not they burnt their fingers rather in railway matters?—They have.

2562. They are not disposed to put their hands into their pockets for railway shares?—No.

2563. They will attend meetings, and listen to Athenian orators, but as to finding money, that is another matter?—I think they would take shares in this line to a considerable extent.

2564. Have not they been great sufferers?—They have.

2565. Is not railway stock at a discount in Exeter?—Very much so, but I think they consider that the line would be so beneficial to the trade and prosperity of the city, that they would not object to risk some loss by taking shares in the proposed line.

2566. Did not they try their hands at a direct Exeter line once; I do not mean

the one which was passed, and never made, by Yeovil, but was not there another direct Exeter line, Colombine's line?—I do not carry it in my recollection.

2567. You do not remember Colombine's line?—I do not.

2568. Do you remember the direct Plymouth line?—Yes, I do.

2569. From which they suffered a little?—Yes.

2570. They suffered from that at Exeter?—I believe they did.

2571. Did they subscribe, and were they sufferers from the Exeter, Yeovil, and Dorchester line?—I cannot say the amount of the loss.

2572. I believe they had a coast line proposed last year, had not they; was not there a coast line proposed from Exeter to Dorchester last year, in the last Session of Parliament?—I believe there was; I took no part in it.

2573. I believe some relations of yours did; was not your brother the solicitor?—He took part in it.

2574. He was the solicitor to it, was not he?—I believe he was.

2575. You remember that surely, if your brother was solicitor to it; that experiment has not been repeated this year, has it; there was no notice given of any intention this year to reintroduce the Bill of last year?—No.

2576. It failed last year, I believe, upon Standing Orders?—I have so understood.

2577. No notices were given on behalf of that coast line on the narrow gauge from Dorchester to Exeter in the present Session?—No, there have been no notices given, as I understand.

2578. Did not they go to the South-Western Company for assistance, and was not the refusal of that assistance the reason why they did not come before Parliament this Session?—I do not feel myself justified in speaking upon that point; I did not interest myself at that time about it.

2579. Do you mean to tell us, that your brother being the solicitor to that line, you do not know that they applied for assistance to the South-Western Company, and that assistance was refused?—I have heard that, I dare say, but I am not cognizant of it myself; I do not know that I ever heard it from my brother.

2580. At all events you have heard that that was the case, that aid was refused, and the Bill has not been introduced this Session?—No.

Re-examined by Mr. *Calvert*.

2581. Do you think, supposing the South-Western Company had a line from Dorchester to Exeter, they would propose to carry the London traffic by it; would not it be the coast traffic; they would not look to it as a line to carry traffic to London, but the coast traffic, would not they?—Both, I should think.

2582. Mr. Serjeant *Wrangham*.] You are a wine merchant?—Yes.

2583. Do you get wine from Bristol?—Very rarely.

2584. You do get it?—Occasionally.

2585. I believe the distance is 75 miles?—About that.

2586. Can you tell me whether the charge upon wine for 75 miles from Bristol to Exeter is not 19*s*. a ton, or thereabouts?—I cannot tell you that, it is so rarely that I have wine from Bristol.

2587. Do you know the charge from Nine Elms to Southampton, on the South-Western line, which is about the same distance?—I do not know.

2588. You do not know whether it is about the same price?—I do not know.

2589. Mr. *Calvert*.] You mentioned having been at a meeting at Exeter; was there a resolution read that the South-Western Company would find the capital for the making of the line from Dorchester to Exeter, so as not to trust to persons at Exeter supplying the money?—It was embraced in one of the resolutions.

2590. Was that resolution of the South-Western Company read at the meeting at Exeter, to the effect that the South-Western Company would find the money for the making of the line from Dorchester to Exeter?—Yes.

2591. So that it would not depend upon the subscriptions at Exeter?—Not mainly.

2592. Are you aware, that since the resolution of last year which the company came to in regard to their projects to the west, they have actually obtained a line from Basingstoke to Salisbury?—I have so heard.

2593. And

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2593. And they are bound by a penalty to the extent of all the dividends of that line to make the line?—I understand so.

2594. Supposing the line to be made to Salisbury, would not it be greatly to the interest of the South-Western Company to obtain a line from Salisbury to Exeter, which should bring the traffic from the direction of Exeter to run upon their Salisbury line from Salisbury to London?—I should think so.

2595. So that, in order to make the project which they are now bound to carry out profitable, they would have a strong interest in carrying a scheme beyond Salisbury, so as to connect themselves with Exeter?—Yes.

2596. I presume you look rather to the interest of the company than to anything else for having those projects carried out, do not you?—Yes.

[The Witness withdrew.

Viscount *Palmerston*, a Member of the House of Commons, Examined by Mr. *Calvert*.

Viscount *Palmerston*, M. P.

2597. I BELIEVE you have a residence at Broadlands, which is near Romsey, in Hampshire?—I have.

2598. You are now Her Majesty's Principal Secretary of State for the Home Department?—I am.

2599. Has your attention been called to the Bill which is now pending before the Committee?—Generally to the object of it.

2600. And to the prayer of the Great-Western and the Bristol and Exeter Companies to be authorised to make a line on the broad gauge, which should occupy the country between Dorchester and Exeter?—Yes.

2601. In looking at the map, we may regard this, may we not, as the only remaining approach to Exeter from the east side?—So I am informed.

2602. Have you considered if it is of importance to have an uninterrupted communication from end to end on the south coast of England, in regard to public purposes?—Very important.

2603. May I take that answer to be addressed to the subject of troops and materiel going from end to end of the kingdom?—Precisely.

2604. With as much rapidity and with as much certainty as can be obtained?—Undoubtedly.

2605. Is the travelling by an unbroken gauge in your opinion a matter of great importance?—I think it is especially so with regard to troops and warlike stores.

2606. In the many years your Lordship has been in office, have you had communication with the military and other authorities upon that subject?—Not particularly.

2607. Has your Lordship been informed that the South-Western Company intend to make an extension from their line to Dorchester in a westerly direction to Exeter?—I have heard so.

2608. Under those circumstances, do you think it is expedient to pass a Bill this year, occupying that country with the broad gauge, or will it be more for the public interest to wait and allow the proposal of the South-Western Company to be submitted to Parliament before this country has been occupied by the broad gauge?—I should think it more desirable of the two, that that communication between Dorchester and Exeter should be constructed upon the narrow gauge principle; and, of course, any arrangement which would lead to that result in preference to the establishment of a broad gauge between those two places would, in my opinion, be the best.

2609. Looking at the map, would your Lordship bear in mind that a considerable portion of the line between Exeter and Dorchester would be available for the purpose of a line going up to Salisbury?—It obviously would be so.

2610. Considering public purposes, would it be desirable to have that communication made to Salisbury on the narrow gauge?—There are two objects as regards the public service connected with railways to the south of London. The one is to have ready and direct communication between London and the several military points on the coast, where troops and stores might require to be concentrated; the other is to have a ready communication along the coast. It is obvious, therefore, that any railway that established a more rapid and direct communication between London and Exeter than that which exists, would be, in regard to the military service, advantageous to the country.

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2611. Should you look at the prospect that the narrow gauge, having reached Exeter, would ultimately communicate to Plymouth?—It would be very desirable if it could.

2612. Would putting Plymouth in unbroken communication with Portsmouth and London, with Woolwich, Dover, and Winchester, be of importance to the military department of the country?—I think it would be very advantageous.

2613. Supposing a year is lost in making the line, by the postponement of the Bill, do you think that is nothing as compared with the advantage which may ultimately be obtained by such an unbroken communication as has been mentioned?—I do not think the delay of a year would be of any importance compared with the advantage of the ultimate result.

2614. I believe your Lordship has received a letter from the chairman of the South-Western Company, pledging the company to make the Dorchester Extension?—I have.

Cross-examined by Mr. Serjeant *Wrangham*.

2615. Your Lordship may have learned from some of the sources of public information, that the South-Western Company does not always follow in obedience the command of the chairman; they have varied very much upon this subject, have not they?—I am no judge of the changeful resolutions of a public company.

2616. Your Lordship may be aware that they have represented two or three different views within the last few months?—I have heard that there have been differences of opinion in the company, and that they have at different times led to different decisions.

2617. In November, when the company were polled, and when proxies voted as well as those present, they decided against the extension?—I have no particular knowledge of what they decided.

2618. That being the fact, would not it rather shake your Lordship's confidence in any pledge which is given by the chairman of such a company?—I should think it worth while to try whether they might not adhere to their present determination.

2619. You would take the chance, in point of fact?—I would.

2620. They have had an opportunity of doing it at one time; they had an Act of Parliament enabling them to make a line to Exeter; would not the fact that they have never put a spade in the ground for the purpose of executing the line, induce your Lordship to think that when the time for action came they would draw back, as they have drawn back already?—Many railway schemes which were entertained very seriously at the time when they were launched, have been postponed in consequence of the financial difficulties arising in the last few years, from the peculiar state of money affairs; it does not follow that the scheme now entertained should not be carried out.

2621. I do not put it it as a necessary logical consequence, but at the same time if you found a company having the power in their hands, and permitting that power to expire without ever putting a spade into the ground, and at the same time find them varying and fluctuating in their resolutions from day to day, that would generally shake your confidence in the security of any pledge given by the chairman of such a company, that his company would do so and so?—In the present state of things I should feel confidence that the scheme would be carried into effect, and that confidence would induce me to wait till the turn of events showed that it was ill-founded.

2622. How long would your Lordship think it expedient to wait?—I should wait at least a twelvemonth.

2623. You would not be disposed to wait three or five years?—The time of waiting would depend upon the circumstances of the moment.

2624. You say that it is of great importance that there should be ready communication between London and Exeter; I suppose also rapid communication?—Yes.

2625. Do you look to the extension of the Southampton and Dorchester line to Exeter, as affording more rapid communication between London and Exeter than that which already exists?—No; that observation of mine applied to the question assuming that the line from Basingstoke to Salisbury might hereafter be continued in the direction of Exeter; that would give a more rapid and direct communication with Exeter.

2626. It did

2626. It did not refer to the coast line, but to the Salisbury line?—Yes; I stated that there were two objects as far as the public service was concerned, direct communication from London to points upon the coast, and continued communication along the coast between different points on the coast.

2627. I suppose communication with Plymouth would be particularly important?—I think so.

2628. That is the great western arsenal?—It is.

2629. Has your Lordship at all ascertained what is the time occupied by the transfer of a regiment from one gauge to another?—I have no knowledge of that, but I conceive it must occasion considerable delay.

2630. I understand your Lordship to tell my learned friend that you had not made it your business as a public man, holding high office, to communicate with the military authorities especially upon this subject of coast defences; that has not fallen within your Lordship's department?—Upon the coast defences I have had much communication with the military authorities.

2631. Latterly?—Since I held the office which I now hold.

2632. While your Lordship held the office with which your name is more inseparably connected, the Foreign Department, I presume it did not much fall within your Lordship's province, as head of that department, to be communicating with the military authorities upon the defence of the coast of England?—It was a matter which, even in that department, excited my attention in a very particular degree.

2633. I thought I understood your Lordship to say that you had not communicated very much upon the subject of this railway communication with the military authorities?—Not upon the detail; not upon the minor details; the general subject has occupied my attention very much.

2634. More as a Member of the Government, I presume, than as the head of the Foreign Department?—Certainly; it had no direct connexion with the business of my own department.

2635. Your Lordship mentioned having had some communications upon the subject of this line; have you had any communication or required any explanations from the promoters of the Bill?—No, I have not had from the promoters of this Bill.

2636. I do not understand you to have sought, and of course therefore not to have received, any explanation of the line, or the objects of it, from the promoters of it?—I have had no communication from them; my opinions are formed upon general observation.

2637. I presume, therefore, I may assume that your communications, whatever your Lordship has thought necessary, to have been not with the promoters but with the opponents of the Bill?—Yes.

Re-examined by Mr. *Calvert*.

2638. I presume that it is part of the province of the Secretary of Foreign Affairs to communicate with the military authorities as to any probability of the national defences being called into action?—The Minister of Foreign Affairs, as a Member of the Cabinet, is certainly responsible for, and interested in all arrangements connected with the defence of the country.

2639. Therefore it is by no means a subject foreign to the department, but one which that department must call upon other departments to prepare for, in case of a prospect of war?—As a Member of the Cabinet, the Secretary for Foreign Affairs would feel it his duty, no doubt, to take an equal interest in the defence of the country with all the other Members of the Administration.

2640. I do not know whether your Lordship heard anything of the delay which occurred at Basingstoke, in bringing up some of the troops to go to Chobham, recently?—No.

2641. I presume, in the case of so unhappy an event as an invasion, a considerable body of troops would be collected to the south of London?—Yes.

2642. Somewhere in the neighbourhood of Guildford, probably?—Yes.

2643. Supposing the narrow gauge system is not carried out to Plymouth, must not the troops first be put upon the narrow gauge system to the south of London?—Yes.

2644. Then in order to get to the Great Western and Bristol and Exeter, must not there be a break of gauge somewhere at Reading, or at some place of that nature?—Yes.

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2645. There would be a break of gauge which they must encounter before they could get to the west?—I presume so; the break of gauge seems to me to be of very little importance in regard to passenger traffic; passengers are often compelled to change carriages where there is no break of gauge; but when you consider the number of conveyances, trucks, and wagons, and carriages which are required to transport any considerable number of troops, with horses, guns, and stores, and other things, it is plain that if that large quantity of matter, living and inanimate, is to be stopped in order to be transferred from one set of trucks and carriages to another, a very great and inconvenient delay must necessarily arise.

2646. Supposing there is a necessity of having a break of gauge in any part of the Kingdom, would it be an object to throw that break of gauge to as distant a place as possible?—It would not much signify at what point of a given line that break of gauge took place except in this respect, that it is reasonable to suppose that at a great station like Exeter, the means of conveyance along the new gauge would be more likely to be collected than at a smaller station, such as one which might be intermediate between Dorchester and Exeter.

2647. Is not there this further consideration, that possibly Exeter being a place of considerable importance, and it is a place to which troops might be sent, and therefore they would not be subject to the break of gauge?—There being probably troops stationed at Exeter, the troops taken to Exeter might be sent to take the place of those at Exeter, and those at Exeter might in the meanwhile be going on towards Plymouth upon the broad gauge.

2648. So that neither body of troops would be subject to the inconvenience, one leaving the line at that point, and the other coming upon the line at that point?—Exactly.

2649. Therefore, supposing you had the choice between the two, you would prefer Exeter as the place where the gauge should be broken to Dorchester?—Very much so.

2650. All the traffic going to Exeter would in fact be exempted from the inconvenience of the break of gauge?—Yes.

2651. Do you think it a very important addition to that, that if it is at Dorchester, there is no prospect of the narrow gauge getting to the west; whereas, if it is at Exeter, there is an opening for the narrow gauge to be continued to Plymouth?—It would be very desirable, for the reasons I have stated, to have an extension to Plymouth of the same gauge which goes all along the southern coast.

2652. My learned friend asked you whether you had not observed that the South-Western Company had once the opportunity of making this line, and did not make it; I believe that was common to them with the Great Western; they had the same opportunity of making this through communication?—I am not acquainted with those circumstances.

2653. Mr. Serjeant *Wrangham.*] Do you know if any troops are habitually stationed at Exeter?—I think they are; I think there is a barrack there; they certainly would be in the case of war, or the apprehension of war.

2654. Are there troops always at Plymouth?—A considerable garrison.

2655. And at Dorchester?—And at Dorchester.

2656. By the *Committee.*] You have no local connexion with Wiltshire, have you? The gentlemen in that country have complained of the breach of engagement which the Great Western Company have been guilty of, in not fulfilling their contract; have you any information to give the Committee upon that subject?—No, I have not heard of any complaint on the subject.

2657. The Committee have a petition before them, strongly complaining of the conduct of the Great Western, in not having performed their engagements?—Those matters have not come under my observation.

[His Lordship withdrew.

Mr. *John Garton*, Examined by Mr. *Calvert.*

Mr. *J. Garton.*

2658. I BELIEVE you live at Exeter?—I do.

2659. I believe you are one of the firm of Garton and Jarvis?—I am.

2660. Are you ironmongers and iron manufacturers in the city of Exeter?—Yes.

2661. Have you been so for the last 20 years?—Upwards of 20 years.

2662. Have

2662. Have you been in the habit of receiving a large quantity of goods from the north of England?—Yes.

2663. From London and from Bristol?—Yes.

2664. Should you say that you paid upwards of 300 *l.* a year for the carriage of goods by railway?—About 300 *l.*

2665. I believe your returns exceed 10,000 *l.* annually?—They do.

2666. Do you employ 90 workmen?—Between 90 and 100.

2667. Do you supply goods to Bridport?—We do.

2668. To Dorchester?—Yes.

2669. To towns beyond Dorchester?—Yes.

2670. Have you more trade with towns on the south coast than with towns in a northerly direction?—More with the north now, but we had more with the south before the extension of the railway to Exeter.

2671. Has it been railway communication which has cut you off from your ancient system of communication with the south?—Certainly.

2672. Did your communication take place with towns beyond Dorchester, as well as Dorchester itself?—It did, almost every town between Exeter and Dorchester and beyond.

2673. Do you consider that the trade of Exeter is naturally a very good trade with Dorchester and Poole, and Wareham and Blandford; and those towns?—I do not know much about Wareham and Blandford; it is more upon the coast line.

2674. I suppose all that trade has been injured by the fact of there being no good railway communication in that direction, has not it?—On the Bristol and Exeter and Great Western line?

2675. No; all the coasting trade which you mentioned just now, in the direction of Dorchester, must have suffered by the want of a good railway communication?—Most decidedly it has been lost for a want of.

2676. And if you could get a good railway communication in that direction, the trade would revive?—No doubt of it.

2677. Have you considered the comparative merits of the schemes which have been suggested, one by the Great Western, and the Bristol and Exeter, and the other by the South-Western?—Yes.

2678. Which would suit you best?—The continuation from Dorchester to Exeter without a break of gauge.

2679. Without a break of gauge at Dorchester?—Without a break of gauge anywhere between London and Exeter.

2680. Is Bridport an important link in the chain of towns between Exeter and Dorchester?—I think so.

2681. Do you think it important to put Bridport upon a through line, instead of upon a drop line?—Certainly.

2682. Supposing such a stoppage as is suggested at Maiden Newton is to take place, would it be an inconvenient thing for traffic going in that direction?—Very inconvenient.

2683. Would not all those inconveniencs be avoided if the narrow gauge system were continued between Dorchester and Exeter?—I do not know if they all would; if it were continued from Dorchester to Bridport, it would be more direct than by Maiden Newton.

2684. I believe you wish to communicate with Southampton and Portsmouth?—I should be very glad to do so.

2685. Have you had goods which have come by way of Gloucester?—Yes.

2686. Have you found that the break of gauge at Gloucester is inconvenient?—Very inconvenient.

2687. You are now speaking of goods from the north?—We have had a great quantity.

2688. You would think it advisable that the break of gauge should be as far west as possible?—Yes; I should like to have the line extended to Plymouth without a break of gauge.

2689. Do you know Queen-street very well?—I do.

2690. Do you remember the proposal to have a station in Queen-street?—I do.

2691. Would that station be convenient for the city of Exeter?—It would be much more convenient than the present station; it carries everything out of the city.

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2692. Do you find that gives rise to expense and inconvenience?—It carries all the traffic through.

2693. Do your friends at Exeter agree with you in the opinions you have expressed for the narrow gauge rather than the broad gauge?—I think they do almost unanimously.

2694. Do you have bar steel brought for you from London to Exeter?—Yes.

2695. What do you pay per ton?—I have a memorandum here of the price; bar steel is charged third-class, under the title of manufactured goods.

2696. You say you have bar steel brought to you from London to Exeter?—Yes.

2697. What do you pay for it?—45 *s.* 4 *d.* per ton.

2698. Supposing it came from Bristol to Exeter, which is 77 miles, what do you pay?—23 *s.* 8 *d.*

2699. Have you had malt mills brought for you from London?—Yes.

2700. What did you pay for that machinery?—52 *s.* 10 *d.*

2701. You have paid 52 *s.* 10 *d.* from London?—Yes.

2702. What have you paid for the same from Bristol?—26 *s.* 10 *d.*

2703. Has not there been an attempt to charge somewhat more?—They have put on 50 per cent.

2704. On what excuse did they suggest putting on 50 per cent.?—We could hardly tell; but we have always resisted it, with a great deal of trouble, and have had it allowed; 50 per cent. was charged upon an agricultural cart, after charging by the third class.

2705. By the *Committee.*] You have spoken of the third class all the way through, have not you?—I have.

2706. Mr. *Calvert.*] I believe some persons have submitted to that charge of 50 per cent.?—I have heard so.

2707. By the *Committee.*] Are those charges per ton which you have given?—Yes; 52 *s.* 10 *d.* per ton for the malt mills.

2708. And 45 *s.* 4 *d.* for steel per ton?—Yes.

2709. Mr. *Calvert.*] Were you in the room just now when Mr. Kennaway was examined?—Part of the time.

2710. Did you hear the statement he made; was not that including the 50 per cent.?—I do not know.

2711. Instead of 52 *s.* 10 *d.* it was 71 *s.* 3 *d.*; that is the same charge as yourself, plus 50 per cent., which you were wise enough to resist?—We are frequently obliged to check their charges.

2712. Have you found that goods have been altered from one class to another?—Yes; what used to be charged as first-class goods are now charged second; second are charged third, and so on.

2713. Which is charged the highest rate, first, second or third?—The third is the highest rate; the first is the lowest.

2714. I dare say you have found that goods which used to be charged first-class have been charged as second; did you ever find that they altered the other way?—Never.

2715. In short, all those variations are always in that direction, to increase the charge?—I never detected anything else.

2716. Have you tried to get a distinct scale of charges from the Bristol and Exeter Company?—We have had no distinct scale of charges, I believe, since 1850; we have made several applications for it, but they are not in print, I think.

2717. In truth, you cannot ascertain beforehand exactly what the charges will be?—No, only from the old rate.

2718. The charge, I believe, is this, 2 *l.* 7 *s.* 6 *d.* for carriage, and 2 *s.* 6 *d.* for delivery?—I think in those charges the delivery and collection are included.

2719. By the *Committee.*] In what charges?—In those I have mentioned.

2720. Take away the 2 *s.* 6 *d.* for delivery, that leaves 47 *s.* 6 *d.*?—I am not quite sure upon this point.

2721. Mr. *Calvert.*] Is not it 5 *s.* 6 *d.* for delivery in the charge which you have mentioned of 52 *s.* 10 *d.*; it is 47 *s.* 6 *d.* for carriage, and the rest is for collection and delivery?—Supposing that to be the case, and you take 50 per cent., that would be adding 23 *s.* 9 *d.*

2722. Then adding those items together you get 71 *s.* 3 *d.*, which was spoken to just now?—I cannot say.

2723. Do you look as a means of getting rid of those inconveniences to the competition of another company?—In a certain degree.

2724. Do you suppose if you have two companies competing for the traffic at Exeter you would be able to get rid of this excessive charge of which you complain?—I think we should.

Cross-examined by Mr. *Carpenter Rowe*.

2725. Have you at Exeter tried competition in another way?—We have.

2726. Did you try your hand at getting a steamer to the port from London?—Not particularly so.

2727. Mr. *Calvert*.] Do not you get some of your goods by way of Plymouth and Torquay?—We get goods from London to Plymouth, and from Plymouth up to Exeter, in preference to going round the Great Western route.

2728. You find that cheaper, do you?—We do not gain much by that; 15 or 20 per cent.

2729. By having water carriage from London to Plymouth and from Plymouth to Exeter?—Yes; but more particularly to Torquay; we have the goods delivered at Torquay, and from there to Exeter.

2730. I suppose you have ships from London to Torquay, and then there are coasters which come from Torquay to Exeter?—They come by railway from Exeter to Torquay.

2731. That is to avoid the extra charge upon the direct line between London and Exeter?—Yes; it is a cheap route.

2732. Mr. *C. Rowe*.] What goods are those which you take by way of Plymouth?—Iron pipe.

2733. Is that all; have you had gunpowder?—No; I do not think we have; we deal at Plymouth for gunpowder.

2734. Coming back to the other question I was putting to you, I believe you did try your hand at competition, and got a steamer put on by Ford?—I cannot say that I took an active part in it.

2735. There was a steamer put on?—Yes.

2736. Was this trade so little with London that one steamer could not live between London and Exeter?—There were difficulties in coming up the river, which occasioned the detention of the ships, and also coming up to the works.

2737. What tonnage comes up to Topsham?—There are difficulties coming over the bar.

2738. What tonnage comes into Exmouth?—I cannot tell you anything about tonnage.

2739. Cannot you tell me what tonnage can come up to Topsham; 300 or 400 tons?—It may be.

2740. Do you mean to tell the Committee that the steamer was stopped from the difficulties of the navigation, and that that was the reason why the steamer was taken off?—There were difficulties.

2741. Was that the reason why the steamer was taken off; was not it the fact that the steamer could not live; that there is not traffic enough between London and Exeter to keep a steamer going?—It was stated that it was not a fit steamer for the purpose.

2742. It is gone?—It is gone.

2743. With respect to this agricultural machine; when was it that they attempted to charge you 50 per cent?—I cannot give you the date.

2744. Was it this year?—No; I think it was about two years ago; it may not be so long.

2745. Was not the same agricultural cart which you talk of, which you wanted to be carried by the railway, a machine which would take up a whole truck, and they refused to carry such a machine for you, except by a special agreement; was not that the matter between you and the railway officials?—No; they admitted it was a mistake.

2746. You applied to the traffic manager, did you?—I applied to the manager of the goods department.

2747. And he said it was a mistake?—Yes.

2748. In point of fact, therefore, it was not exacted?—No.

2749. Was it a thing which took up a good deal of room?—Carts generally do.

2750. It would take up a truck by itself, would not it?—I cannot say that it would

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would; it was a thing which other things might be packed in; they might be put into the cart.

2751. And if they damaged your cart, you would have brought an action against the railway. With respect to bar steel and the machinery you have spoken of, is all that traffic arrangement carried on for you through carriers?—No.

2752. Do you deal with the railway company itself?—Generally we do.

2753. With regard to this bar steel, does the carrier collect it from you, and make his charges to you?—Sometimes that is the way in which it is done, but not always; that is not the invariable rule.

2754. I do not say it is the invariable rule, but it is the general rule, is not it?—It is the general rule of the company itself.

2755. What quantity of bar steel do you think you get in a year from London?—Some tons.

2756. Two tons?—I only mention that as an instance.

2757. As you have mentioned that as an instance, I wish to know the extent of the grievance; how many tons of bar steel will you undertake to say you get from London in the course of a year?—I cannot pretend to say.

2758. Cannot you tell me about the amount?—No, that is not my department; my department is more superintending the manufactory.

2759. You come here and put this forward as a grievance?—It is the fact.

2760. What is the extent of the grievance; how much steel do you suppose you get from London?—I cannot say.

2761. Cannot you say whether it is three or 30 tons?—It is more like five tons than either.

2762. What is the extent of machinery?—It is very considerable.

2763. What is the extent in the course of a year, should you say?—Perhaps 20 or 30 tons.

2764. That, I suppose, is generally special matter; it takes up room, and is liable to be damaged, and requires to be handled with great care, does not it?—Yes.

2765. Will you allow me to ask you whether you do not get a great part of your ironmongery from Bristol; on the Bristol route, at all events?—We get a great portion of it now from Bridgwater instead of Bristol, to shorten the distance over the Bristol and Exeter.

2766. Where does that come from?—From Wales.

2767. That will be pig or bar iron, will not it?—Bar iron, chiefly.

2768. The Welsh iron is brought to Bridgwater, and you bring it on?—Yes.

2769. With regard to grates; do you sell articles of that kind to any extent?—Yes, pretty largely.

2770. Do not you get your grates, particularly, carried very cheaply for you by the Bristol and Exeter Railway. I find Mr. Clench, at this meeting, talking about ironmongery being charged at 22*s.* 10*d.* per ton; what is the fact; what is charged per ton to you from Bristol to Exeter for iron?—They are not charged per ton.

2771. Do not you pay 18*s.* 9*d.* per ton for ironmongery goods?—I have no memorandum of that kind here.

2772. Cannot you tell whether you do not pay 18*s.* 9*d.*?—Seventeen and sixpence we pay to Bristol from London; that is 118 miles.

2773. That is for iron, is it?—That is the general rate.

2774. How are grates charged?—Grates are always charged in the third class.

2775. What do you pay per ton for general ironmongery goods from Bristol to Exeter; is not it 18*s.* 9*d.*?—From Bristol to Exeter, the first class rates are 12*s.* 6*d.* a ton; that is for bar iron.

2776. By the *Committee.*] Is that for general ironmongery goods?—That is a very different thing; they go in the third class.

2777. What is the second class?—We generally jump from the first to the third; the third class is 20*s.* 4*d.*

2778. Does that include delivery?—The collecting and delivery is in addition to that.

2779. How much is the addition?—I have not a memorandum of the amount for collecting.

2780. Is it 3*s.*?—I cannot say.

2781. What does the third class consist of?—All manufactured goods.

2782. General ironmongery?—Yes.

2783. Mr. *C. Rowe.*] You say the charge is 20 *s.* 4 *d.*; are you sure it is not 19 *s.* 9 *d.*?—It is 20 *s.* 4 *d.*

2784. Do not you upon stoves get an allowance of 25 per cent.?—No, not from those prices.

2785. Is that a large item in your traffic, stove grates?—Yes, it is.

2786. By the *Committee.*] Why is bar steel charged more than bar iron?—I cannot understand that; they charge it as manufactured goods.

2787. Mr. *C. Rowe.*] It is a matter which must be handled with delicacy, must not it?—No, it is generally tied up in bundles for protection; it is knocked about almost as much as iron; it will bear rolling about.

2788. Is not it necessary to take care that it does not get rusted?—All ironmongery goods ought to be sheltered.

2789. Is not it more necessary that bar steel should be protected from rust than bar iron?—It is necessary.

2790. Is it more necessary?—It is more necessary than iron, of course.

2791. By the *Committee.*] It requires greater care?—It requires greater care.

2792. Mr. *C. Rowe.*] Is not it liable to breakage?—No.

2793. Do you mean to say that you have not been paid for it by the Railway Company more than once when it has been broken?—No.

2794. You say you cannot get at any printed statement of the charges of the company; is not a printed statement of the tolls posted in the station, a statement of the tariff they are entitled to charge by the Act of Parliament?—There may be at the station, but we want a list in our office, not to run to the station to refer to the printed list there.

2795. The printed tariff is at the station?—It may be at the station.

2796. By the *Committee.*] It is not circulated, is it?—No; we frequently apply for it, and cannot get it.

2797. Mr. *C. Rowe.*] You say you and your friends are so unanimous for this narrow gauge; have you ever put any of your money into it?—No.

2798. Nor your friends either; have they burnt their fingers?—My neighbours have.

2799. Pretty smartly in Exeter, have not they?—I have heard so.

2800. The tradesmen of Exeter crippled themselves pretty much in 1846 and 1847 by railway speculations?—I dare say they did, some of them.

2801. Have you any doubt about it?—No.

2802. Do you think it is very likely they will put their hands in their pockets to make a narrow gauge railway from Exeter to Dorchester?—I cannot say to what extent they would.

2803. To what extent would you put your hand into your pocket?—My money is all occupied in my business.

Re-examined by Mr. *Calvert.*

2804. This table which is stuck up in the office is the Parliamentary table, is not it?—I do not know much about the table in the station.

2805. Are there not alterations made from time to time in the charges by the Bristol and Exeter Company?—There are; and we have two clerks in particular, whose business it is to refer to this table of tolls, and check off the invoices, and see the weight of the goods.

2806. You have two clerks in your office who transact that business?—Yes; if one is out of the way it is the province of the other.

2807. Is not it the case that there are frequent changes in the charges made by the company?—It is.

2808. Ironmongery goods are divided into two classes, are not they, the manufactured goods and the unmanufactured goods?—Yes.

2809. The unmanufactured goods are what they call the first class?—The unmanufactured goods are; that is bar iron, and such like.

2810. Do you pay 12 *s.* 6 *d.* for the carriage of bar iron from Bristol to Exeter?—Yes.

2811. And 20 *s.* 4 *d.* for the third class?—Yes.

2812. And that brings it to the station at Exeter, does not it?—Yes; it is not an invariable rule; sometimes it is charged 19 *s.* 8 *d.*

2813. Take the last charge with which you are acquainted, the last bale of goods

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goods which arrived at your house; were they third class goods or first class goods?—I cannot say; bills are coming in every day.

2814. Was the last price with which you are acquainted, the price of 20 *s.* 4 *d.*, or was it any other sum?—The last I am aware of, was 19 *s.* 8 *d.*, the third class.

2815. The one before that?—That is a different class of goods, a different character of goods.

2816. Are there subdivisions of what you call the third class?—There are, and we do not know what class it will come in.

2817. So that the carriage of all goods of the third class is not at the same expense?—It is not.

2818. Who determines at what expense each article shall be?—Our check clerks examine, and if it is overcharged they get it corrected; they endeavour to point out that it is an overcharge, and get it corrected.

2819. And it is allowed?—Yes.

2820. Have you any rule by which it is determined what the charge shall be?—We have only the rule that was printed in 1850; I believe since that last printed list was published they have altered their classes.

2821. How long ago was that last printed list published?—In the year 1850, I think.

2822. There has been no printed list since that?—Not that we have been able to obtain.

2823. There has been nothing to tie them down to their charges since that?—Nothing.

2824. By the *Committee.*] Do you, and people in a similar occupation to yours, consider those last charges which you have been talking of, namely, 12 *s.* 6 *d.* for bar iron and 20 *s.* 4 *d.*, exorbitant charges or moderate charges?—They are not so low as they are on other lines.

2825. Are they generally complained of in the town of Exeter?—We do not so much complain of the charges as we do of the delays occasioned by the break of gauge.

2826. Then you do not complain of the charges?—Not so much; they are greater upon the Bristol and Exeter line than they are upon others.

2827. Have your complaints been against the charges, or upon the subject of delay?—I have been speaking of the charges; that they are not uniform.

2828. Do you complain of the charges you have mentioned?—That they are not uniform.

2829. Not of their being exorbitant?—No, but of the uncertainty.

2830. Do you know what the South-Western Company charges?—No, I cannot say.

2831. Or the London and North-Western?—I cannot say.

[The Witness withdrew.

Mr. *John William Haycock,* Examined by Mr. *Calvert.*

Mr. *J. W. Haycock.*

2832. I BELIEVE you are one of the firm of Haycock and Gillard, are you not?—Yes.

2833. They are carriers and deliverers of goods at Exeter?—Yes.

2834. Have you several wagons weekly between Dorchester and Exeter?—To and from our yard we have wagons three days a week, in and out.

2835. To Dorchester?—Yes; Bridport and the road generally.

2836. Do they convey a considerable quantity of goods?—Yes, we load the wagons most days, three tons of goods.

2837. Are there other wagons established between the intermediate towns and Dorchester?—Generally speaking there is not a good supply of accommodation off the main road between Exeter and Dorchester; it is rather wanting; that is the great argument why they want this railway.

2838. I believe the line of road between Exeter and Dorchester was once the trunk line of communication between London and the west of England?—Yes.

2839. The course of the traffic was diverted when the Great Western and the Bristol and Exeter were made?—Yes.

2840. Of course the number of wagons and stage-coaches was diminished?—Very much; it was entirely gone as regards the through traffic, of course.

2841. Do

2841. Do the goods which you mentioned just now from Dorchester come from the South-Western line, many of them?—A portion of them do.

2842. Is there a communication now between the towns of Portsmouth, Gosport, and Southampton on the one hand, and Plymouth on the other, with Exeter?—Yes, by means of those wagons as between Dorchester and Exeter.

2843. In short, without going through the names of the different towns, is there a considerable communication between the towns on the south coast from end to end?—There is.

2844. And of course the construction of a railway would have a tendency to increase that communication?—It would materially increase it, no doubt.

2845. And increase the trade and the traffic between those different towns and districts?—It would open the ports of Southampton and Portsmouth to the trade which we cannot carry on at present.

2846. Would it promote a wholesale trade from Exeter to Southampton for export to the West Indies and other places?—The nature of my business will hardly enable me to say so; but, as far as a matter of opinion goes, I should say it would be of considerable importance to open to the traders of Exeter the Peninsular and Oriental boats and West India packets which are at Southampton.

2847. Comparing the trade along the south coast with the trade in the direction of Frome and Shepton Mallet and Westbury, and the towns in that direction, should you say the trade was greater?—Comparatively speaking, we do not look to a trade with those towns, they are so far removed; we look to the trade with Bristol on the one hand and London on the other; but with other towns on the old road of communication to London we do a large trade.

2848. The communication of Exeter is with places to the south rather than to the north?—Certainly it is; that is places which are so adjacent to a place like Bristol, and also near London.

2849. Looking to this traffic along the coast, should you consider that a break of gauge at Dorchester would be a considerable impediment to you?—We should not feel it so much in the carriage of goods; but undoubtedly it would be a difficulty with which we should not have to contend at all if the break of gauge were made lower down towards the west; it would not affect any goods coming to us at all then.

2850. The trade you think so important is the trade south and east, along the south coast, and in an eastern direction?—That is the district in which accommodation is very much wanted.

2851. That is the district in which you are not anxious to have any break of gauge at all?—Yes.

2852. If you had the choice of a break of gauge at Dorchester or Exeter, you would select Exeter as the place?—Certainly.

2853. Have you considered the proposed line, the Devon and Dorset, in regard to the points of junction between Dorchester and Exeter?—I have so far informed myself that I know that there are several points of junction on the line; I think there are five.

2854. Have you information for the Committee as to the comparative charges of the goods carried along the Bristol and Exeter, and the Great Western line, with goods carried along other lines in the kingdom?—Yes; I have made some inquiries respecting it.

2855. Have you compared their charges with the Midland charges, and with the London and North-Western charges?—Yes.

2856. Is it the case, in comparing the charges of the Bristol and Exeter with the Midland and London and North-Western charges, there is an excess of something like 100 or 115 per cent.?—Yes; in some cases I find there is.

2857. In comparing the Great Western charges with the Midland, and London, and North-Western, there is an excess of 60 to 90 per cent., is not there?—Not the Great Western with the London and North-Western, comparing the Bristol and Exeter with the Bristol and Exeter and the Great Western.

2858. Comparing the Great Western and the Bristol and Exeter with the Midland and London and North-Western charges, there is an excess of from 60 to 90 per cent.?—The first comparison I have been led to make is on certain articles called hides, iron, salt, hemp, guano.

2859. In respect to the Bristol and Exeter and the Great Western?—Yes, as against the carriage from Liverpool to Bristol.

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2860. You have taken five articles as carried from Liverpool to Bristol?—Yes.

2861. A distance of 188 miles?—Yes.

2862. The rate per mile what?—A penny farthing; the gross charge 20*s.* per ton.

2863. What line carried them at that rate?—The London and North-Western and the Midland.

2864. They carried 188 miles at 1¼*d.* per mile?—Yes, which gives a total of 20*s.* per ton.

2865. The total charge per ton for the distance was 35*s.*, was not it?—The rate for the same articles from London to Exeter on the two lines of railway is 35*s.* 4*d.*, including collection and delivery.

2866. By the *Committee.*] What is the number of miles?—One hundred and ninety-five; that is 2⅛*d.* per mile.

2867. What is it per ton?—Thirty-five shillings and fourpence per ton.

2868. Taking the distance by the Bristol and Exeter and the Great Western?—That would show an increase of 2⅛*d.* against 1¼*d.*, or about 90 per cent., I calculate; both lines include the collection and delivery.

2869. Mr. *Calvert.*] What is it as compared with the charge of the Midland Company?—I have shown you an increase of 90 per cent.

2870. Take it as comparing it with the Bristol and Exeter charge, how much is it?—The Bristol and Exeter charge for the same goods, 16*s.* 6*d.* per ton, including collection and delivery.

2871. What is the distance?—Seventy-six miles.

2872. What is it per ton, per mile?—Twopence halfpenny; that is just 100 per cent. as compared with the Midland charge.

2873. Take the next number of articles, currants, coarse paper, rice, and rags; what class is that?—I cannot confine any of them to a particular class; they will vary as regards the carriage; on the northern lines they have five classes there, and we have but four in the west; the articles which have been last enumerated, you will find that we have conveyed for 23*s.* 6*d.* per ton from Liverpool to Bristol; that gives 1½*d.* per ton per mile; on the Bristol and Exeter and the Great Western line amalgamated it is 38*s.* 8*d.* per ton, which per mile is 2⅝*d.*

2874. Twenty-three shillings and sixpence being the charge on the Midland lines, 38*s.* 8*d.* is the charge according to the rate of the Bristol and Exeter and the Great Western combined?—Yes.

2875. That gives an increase of 60 per cent.?—About 60 per cent.

2876. The distance between Bristol and Exeter being 76 miles, is the charge 19*s.*, or 3*d.* per ton per mile?—Yes.

2877. The increase over the charge for the corresponding distances on the Midland, and the London and North-Western, is 17*s.* 0½*d.*?—No, 100 per cent.

2878. The increase of charge upon the Bristol and Exeter line as compared with the charge for the corresponding distance over the London and North-Western is 17*s.* 0½*d.*?—No, it is 100 per cent.; it is 1½*d.* on the Midland, and 3*d.* on the Bristol and Exeter.

2879. That gives you an increase on those articles over the London and North-Western, and the Midland, of 100 per cent.?—Yes.

2880. Now, dried fruits, candles, and coffee; give me the rate per mile from Liverpool to Bristol, the distance being 188 miles?—A penny three-farthings; the total charge is 28*s.* 10*d.*

2881. Supposing you to apply the prices of the Bristol and Exeter, that would be 45*s.* 4*d.*, would not it?—Yes.

2882. At how much a mile?—Twopence three-farthings.

2883. Suppose you apply the charges of the Bristol and Exeter, and the Great Western, it would be 45*s.* 4*d.*, the rate being 2¾*d.* instead of 1¾*d.*?—Yes.

2884. Is that an increase of 63 per cent.?—Yes; I calculate it to be so, nearly.

2885. Now give the Bristol and Exeter alone?—They charge 23*s.* 8*d.* for those goods.

2886. Is that at the rate of 3¾*d.*?—Yes.

2887. Does that give you an increase of 40 per cent.?—Yes.

2888. That is over the combined system?—Yes.

2889. Does it give you an increase of 115 per cent. over the Midland, and the London and North-Western?—Yes.

2890. Now

2890. Now take drapery, tea, bales and trusses, tobacco, and wool; I believe you have included those in the next head?—Yes.

2891. And you have given the distance from Manchester to Bristol?—Yes.

2892. Is the distance 170 miles?—Yes.

2893. The rate per mile, 2*d.*?—Yes; or 30*s.* a ton.

2894. Applying the prices of the combined companies, the Bristol and Exeter, and the Great Western, would that make it 52*s.* 10*d.*?—Fifty-two shillings and tenpence per ton.

2895. What does that 52*s.* 10*d.* represent in mileage?—Three-pence farthing per ton per mile; that is from Paddington to Exeter.

2896. You take the mileage and apply the mileage to the different distances, as you say?—Yes.

2897. That gives you 62½ increase for the combined companies?—Yes; 3¼*d.* against 2*d.*

2898. Do you take the excess of the Bristol and Exeter over the combined companies, which gives you 30 per cent.?—The Bristol and Exeter Company over the combined companies gives 30 per cent.

2899. Now, take the excess over the Midland and the London and North-Western?—That would be 112 per cent.

2900. Do you find that the rates charged by the Bristol and Exeter Company are considerably higher than the rates of any other company?—I am not acquainted with the rates of any other railway company which are so high.

2901. Do you apply that remark especially to the parcel rate?—I have dealt solely in this statement with goods per ton.

2902. Cannot you give me the parcel rate; those are for goods over 500 lbs.?—Those are for goods over 500 lbs. which I have been comparing.

2903. Is the excess of the Bristol and Exeter charges over other companies found to exist in respect of goods which are parcels?—It is upon the average, running up to 500 lbs.; the rate for small parcels from London to Exeter is as low as most other companies; they charge 1*s.* 1*d.* for collection and delivery, but when you come to consignment goods, say, three-quarters of a hundred weight, or two hundred weight, and then running on to 500 lbs., they appear excessive.

2904. By the *Committee.*] The rates on small parcels are lower?—Yes; they begin lower than other companies; ordinarily other companies would begin with 1*s.*; in the north of England it may be 1*s.* 6*d.* or 2*s.*; here they begin very low, but when they come up to a hundred weight and over, as they progress they make it excessive.

2905. Mr. *Calvert.*] Small parcels are charged low, but when you come to goods exceeding small parcels, the charges are high?—Yes; it appears ridiculous to call consignment goods over a hundred weight a parcel.

2906. But they call it so, and put a high rate upon them?—Yes, they put them under their parcel rate.

2907. Applying to them the parcel rate, they get a much higher payment than they would get if they were treated as mere tonnage?—Yes; it is an understood object of the scale that they wish to give them an increase over the tonnage.

2908. By the *Committee.*] What weight do they consider a parcel?—They call a parcel 500 lbs.; and again, if they vary in classification they are sub-divided though they may be for the same party.

2909. Mr. *Calvert.*] Do you find in other companies that they do not charge a parcel rate for those large bulks?—I believe it is peculiar to the West of England.

2910. Is the effect of those charges to drive the goods trade to a more inconvenient means of transport?—I have every reason to believe so; I am told by the traders who deal with us in our business, they have nothing by railway that they can possibly avoid; in fact, that they cannot afford the charges.

2911. I believe an attempt was made, during the winter months, to have a boat between London and Teignmouth?—That was carried out for several months; I think for six months; we had large quantities of goods down by it.

2912. It came to Teignmouth?—Yes; and the goods from there were put into trucks at the ship's side and brought to Exeter.

2913. Was that set on foot to avoid those charges which you consider to be excessive?—I suppose the proprietor of the boat put it on for business purposes; I do not know that he was stimulated to do it by the trade generally. It was accepted as a very great boon to Exeter.

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2914. I believe though that boat was given up there is still a boat between London and Torquay?—There are boats between London and Torquay, which carry quantities of goods.

2915. Do goods find their way by that boat?—Yes.

2916. Of course at a considerable inconvenience and loss in point of distance?—Yes; they have to be transshipped at Torquay, carted, and again at Exeter.

2917. Then they have first to be taken to Torquay from London, and then transshipped from Torquay to the railroad; that is some distance, is not it?—Yes; that is not like Teignmouth; they cannot be loaded at the ship's side; at Torquay they must cart them a mile or upwards to the station.

2918. And they are to be taken along the line to Exeter?—Yes.

2919. But still it is worth while to do that in order to avoid those heavy charges upon the Bristol and Exeter line?—It is.

2920. Have you examined or calculated what the through rates to Exeter of the South-Western Company would be, assuming the charges as between London and Dorchester?—Yes, I have.

2921. Do you find that they are greater or less than the charges which are now paid when coming from London by way of Bristol?—The Great Western charges are considerably higher.

2922. By the *Committee.*] The South-Western rates would be much lower?—Yes.

2923. Mr. *Calvert.*] Take, for example, machinery; would the carriage of machinery be higher or lower by the South-Western, according to their charges; what is the rate per mile of the South-Western?—I cannot tell you the rate per mile; I can tell you the total charge.

2924. From what place and to what place have you taken the total charge?—For the carriage of machinery from London to Exeter *viâ* the South-Western route, assuming the charge beyond Dorchester to be in proportion to what it is to Dorchester, it would give 35 *s.* 6 *d.* per ton.

2925. That is assuming the line to be made from Dorchester to Exeter, and goods to be carried from London to Southampton, Southampton to Dorchester, and Dorchester to Exeter?—Yes; and the charge for that distance to be at the same rate as from London to Dorchester.

2926. You have taken the charge now made between Dorchester and London, and applied that to the whole distance?—Yes.

2927. Does that give you 35 *s.* 6 *d.* per ton?—Yes.

2928. How many miles would that be?—194 miles *viâ* Dorchester.

2929. You have taken the distance from London to Exeter, supposing goods to be brought from London by way of Southampton, through Dorchester to Exeter, and have applied to those goods the prices now charged between London and Dorchester?—Yes.

2930. On the other side you have taken the actual charges from London to Exeter by the Great Western and the Bristol and Exeter lines?—Yes.

2931. What would machinery be, supposing it travelled by the Great Western and the Bristol and Exeter lines?—71 *s.* 3 *d.*, taking the fourth class rate, adding 50 per cent.

2932. Taking off the 50 per cent., what would it be?—47 *s.* 6 *d.*

2933. Apply that to coffee, if you please; how much is that by the South-Western?—That would be in the same class as machinery by the South-Western, 35 *s.* 6 *d.*

2934. On the Bristol and Exeter, and the Great Western, what would it be?—40 *s.*

2935. Take candles?—Candles in the same proportion, 55 *s.* 6 *d.* against 40 *s.*

2936. Sugar?—24 *s.* 8 *d.* by the South-Western, 30 *s.* by the Bristol and Exeter and Great Western.

2937. Cutlery?—Cutlery would be a trifle in favour of the Great Western; 43 *s.* 9 *d.* on the South-Western against 40 *s.* on the Great Western.

2938. Hardware?—35 *s.* 6 *d.* per ton by the South-Western, and 47 *s.* 6 *d.* by the Great Western and the Bristol and Exeter; it would be 47 *s.* 6 *d.* on the Great Western route, because they do not specify it in their classification, and all articles not described are necessarily put in the fourth class.

2939. Drapery, linen, and Manchester goods?—Those would be 43 *s.* 9 *d.* per ton by the South-Western, and 47 *s.* 6 *d.* by the Great Western and the Bristol and Exeter.

2940. Ironmongery?—That would be 35 *s.* 6 *d.* against 40 *s.*

2941. You

2941. You draw a distinction between ironmongery and hardware?—Ironmongery is described in the South-Western classification.

2942. Stationery?—43*s.* 9*d.* on the South-Western against 47*s.* 6*d.* on the Great Western and the Bristol and Exeter.

2943. By the *Committee.*] Bar iron; can you tell us that?—Bar iron would be 24*s.* 8*d.* per ton by the South-Western, and 30*s.* by the Great Western.

2944. Mr. *Calvert.*] Tea 43*s.* 9*d.* by the South-Western; how much by the Bristol and Exeter and the Great Western?—47*s.* 6*d.*

2945. Butter 35*s.* 6*d.* by the South-Western, against what?—47*s.* 6*d.* by the Great Western and the Bristol and Exeter.

2946. Meat 43*s.* 9*d.* by the South-Western, against 47*s.* 6*d.* by the Great Western?—Yes.

2947. Is not the rate charged between London and Southampton greater than the rate charged between London and Dorchester?—Per mile it is, certainly.

2948. Do you not find that the greater the distance the smaller the rate of charge?—Yes; I have a right to assume that there would be a still further reduction if the line goes further.

2949. A company which gives you a lower rate, if it carries goods to Dorchester, may be expected to give you a still lower rate if it takes those goods to Exeter instead of to Dorchester?—The rate per mile to Dorchester is less than to Southampton, so I have a right to conclude that it would be less per mile if the line were continued on to Exeter, which would give another difference of 2*s.* 6*d.*

2950. Have you considered how much should be further deducted from the charges on the South-Western scale, upon that principle?—I put it at least at 2*s.* 6*d.* a ton.

2951. To make the comparison fair between the expenses of the two modes of transit, you would make a further deduction of 2*s.* 6*d.* a ton in relation to each of those charges which you have mentioned to the Committee?—Yes.

2952. Has your attention been drawn to the irregularities of charge by the Bristol and Exeter Railway Company?—It is hard to say where they are irregular. We have nothing very definite to guide us.

2953. I presume you have taken the rates from instances in which you have known the charges to be made?—They have exceptions to what they call their general rates of charge; for instance, one of those was mentioned here to-day; grates.

2954. From what have you taken those charges in respect to the Bristol and Exeter and the Great Western?—From the scale by which I am guided in paying for the goods which I carry over the line.

2955. It is the result of your own experience?—Yes.

2956. They do not give you any bill, but you judge from what you yourself have to pay?—The only thing I have to guide me now as to the classification of goods, is the South Devon list, which they tell me I may assume to be what they will charge me; that is, so far as the classification extends; as regards the rates, I had them verbally from the station clerk.

2957. Has your attention been drawn to the inequalities of charge made by the Bristol and Exeter Railway Company?—The price which they charge from one station to the other would be per ton; I referred to different distances; the charge from Bristol to Hele is more than it is from Bristol to Exeter, therefore it is an irregularity.

2958. Take Bristol to Highbridge, which is 27 miles, I think, is not it?—It is 27 miles.

2959. Take first-class goods; what do they charge upon the first-class goods for 27 miles?—Nine shillings and ten-pence per ton.

2960. By the *Committee.*] How much would that be per mile?—About 4½*d.* per ton per mile.

2961. Mr. *Calvert.*] Now, take to Bridgwater; suppose instead of goods going from Bristol to Highbridge, they go from Bristol to Bridgwater; is that 33 miles?—Yes.

2962. What is the charge for first-class goods there?—Five shillings a ton, or something less than 2*d.* per ton per mile.

2963. That is six miles further on on the same line, is not it?—It is; it is the next station.

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2964. Now, take those two distances in respect to second class; what do they charge from Bristol to Highbridge for second class?—Ten shillings and five-pence.

2965. What from Bristol to Bridgwater, for second class?—Six shillings and eight-pence.

2966. By the *Committee.*] Do you know what the practice is on other lines in this respect?—I believe they have such excesses on other lines.

2967. Do the same class of irregularities exist on other lines?—Yes; I have know similar apparent irregularities.

2968. As far as your observation extends, are those irregularities greater in amount than they are upon the other lines?—They are greater.

2969. The higher charge is for the less distance?—Yes.

2970. Mr. *Calvert.*] Now take third-class goods, from Bristol to Highbridge; what is the charge for third-class?—Eleven shillings and six-pence per ton.

2971. Bristol to Bridgwater?—Eight shillings and four-pence.

2972. Therefore, whereas they take goods going from Bristol to Highbridge, a distance of 27 miles, for 11 *s.* 6 *d.*, the goods are taken from Bristol to Bridgwater, a distance greater by six miles, namely 33 miles, for 8 *s.* 4 *d.*?—Yes.

2973. Have you compared with that the charges to Taunton; I believe from Bristol to Taunton is 45 miles?—Yes; there is a charge of 8 *s.* 4 *d.* for first-class.

2974. As compared with 9 *s.* 10 *d.* to Highbridge, a distance of 27 miles?—Yes.

2975. For second-class 10 *s.* compared with 10 *s.* 5 *d.*?—Yes; in the third-class there is a trifling increase for the greater distance of 12 *s.* 6 *d.* against 11 *s.* 6 *d.*

2976. Between Hele and Exeter; where is Hele; is it between Bristol and Exeter?—It is nine miles from Exeter; it is near Silverton, nine miles short of Exeter.

2977. The charge from Bristol to Hele for first-class; how much is that?—Fourteen shillings per ton.

2978. From Bristol to Exeter, which is nine miles further, how much?—Twelve shillings and sixpence a ton.

[The Witness withdrew.

[Adjourned to To-morrow, at Twelve o'clock.

Jovis, 23° die Junii, 1853.

WILLIAM BECKETT, Esq., in the Chair.

Mr. *John William Haycock*, Examined by Mr. Serjeant *Kinglake.*

Mr. *J. W. Haycock.*

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2979. I understood you to say yesterday that your present business is that of a carrier between Dorchester and Exeter?—The wagons between Dorchester and Exeter come to our yard; we are not proprietors of wagons.

2979.* You also said, I think, that as far as the district between Dorchester and Exeter is concerned, there is a want of a railway there?—Yes.

2980. From your experience of the district, I understood you to say, in speaking of the old through traffic, you meant the traffic passing from Exeter to London?—Yes; I also spoke of the local traffic.

2981. When you were speaking of the old route, by which the carrying trade used to be carried on, you said it had now gone away?—It comes now *viâ* Bristol.

2982. Then

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2982. Then the traffic of which you are particularly speaking is what you call the local traffic between Dorchester and Exeter?—Yes.

2983. You say there is a want of a railway there; is that so?—Yes.

2984. Your expression yesterday was, that a portion of your goods came from the South-Western; what portion of your goods come from the South-Western; what do you call the main portion of your goods?—No portion of our goods may be considered to come from a point further east than Portsmouth or Southampton; no through traffic from London on any further portion of the South-Western line.

2985. Do you collect much about the Dorchester district and Axminster?—Yes; that is, in fact, the business of the wagons.

2986. As to Axminster; is not whatever trade there is in that district from Axminster to Exeter, or from Axminster to Bristol?—The goods carried, do you mean?

2987. Yes; is not that the course they take at present; is not that the direction; is not the common course of that trade at present, that it either goes to Exeter or across to Bristol?—No; either westward to Exeter, or eastward to Dorchester.

2988. You mean to say that there is no considerable trade in the district running towards Bristol?—I do not think Axminster has any connexion with Bristol.

2989. The district round, I am speaking of?—I do not suppose they would draw their supplies of goods from Bristol at all.

2990. With respect to this table which you referred to yesterday; as I understand, it is a table in which you take certain tolls upon five articles, hides, iron, salt, hemp, guano, from Liverpool to Bristol?—Yes.

2991. One hundred and eighty-eight miles in distance?—Yes.

2992. In which, if I understand, the rate of charge is 20 *s.* a ton; is that right?—With one exception; that of hemp.

2993. Upon which you apportion, if I understand the table accurately, 1¼ *d.* per mile?—That is so.

2994. Is that exclusive of collection and delivery?—That is inclusive of collection and delivery.

2995. Are you sure of that?—I have been told so by the manager of the North-Western Railway.

2996. Is the information which you are giving what you have been told?—The information I derive officially from the North-Western Railway.

2997. The table is prepared to show the charges upon those five articles between Liverpool and Bristol, a distance of 188 miles; I understand you to say that the scale is 20 *s.* per ton, and you say that includes collection and delivery?—Yes.

2998. May I trouble you for the person from whom you derive your information?—Captain Huish.

2999. When?—The information I did not derive in the first instance from Captain Huish, but I have got it verified by him since I was here last; I derived it in the first place from the agents of the North-Western.

3000. Where?—At Pickford & Company's office.

3001. Can you state from whom?—From the agent at Pickford's office at Exeter.

3002. Can you tell me who gave you the information; who told you that the 20 *s.* charge included collection and delivery?—Captain Huish has now given me the information; I asked him the question this morning.

3003. Can you tell me who first gave you the information?—It was handed to me in the first place by Mr. Clench.

3004. Is that the Mr. Clench we have heard of several times?—Yes.

3005. Is he Mr. Pickford's agent?—No; he derived it from Mr. Pickford's agent.

3006. I thought you went to Pickford's office and obtained the information from an agent there; now it turns out that you obtained it from Mr. Clench?—Yes, and I have since verified it.

3007. Did you obtain it yourself?—No, not personally.

3008. A minute ago I understood you to say that you went to Pickford's office and obtained it from some agent there?—That was a meaning I did not intend to convey; I did not obtain it there personally; it was obtained and handed to me.

3009. It was Mr. Clench who gave you that statement?—Yes.

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3010. Did you inquire of him, or did he communicate it to you; did you make any inquiry of Mr. Clench; did Mr. Clench seek you out, or did you seek Mr. Clench out for this information?—I almost forget the occasion on which it was first mooted to me to make those calculations, but it was on meeting Mr. Clench in Exeter, and a general conversation arose respecting the Bill which is now in the Committee.

3011. Did Mr. Clench inform you that that 20*s.* included collection and delivery?—Yes.

3012. Did Captain Huish tell you so?—Yes.

3013. Did you make the inquiry of him?—Yes.

3014. When?—This morning.

3015. Since you were examined yesterday?—Yes.

3016. Do you mean the cartage?—I mean, presuming the goods go from Liverpool to Bristol, the collection at Liverpool and the delivery of them at Bristol.

3017. That would include the cartage?—Yes.

3018. I understand that you saw Captain Huish himself this morning?—Yes.

3019. Did you come to him, or did you make inquiry of him?—I went to him.

3020. Why did you go to him this morning after having given your evidence; you had given evidence and were liable to cross-examination upon it; why did you seek out Captain Huish this morning?—To be very sure that I was correct in my figures which I had given.

3021. Have you any knowledge as to this 20*s.* which you say is for a ton, whether that has reference to cases of special contracts, or does that apply to any quantity of goods?—That applies to any quantity of goods.

3022. Suppose you bring half a ton; does it apply to that?—Yes.

3023. Have you made inquiry as to that?—I know it does.

3024. That is not the question; have you made inquiry?—I have a knowledge which I derive from my own business that tells me that it is so. We pay for goods coming down from Birmingham to Bristol sometimes 10*s.* per ton; and I know of my own knowledge, I may say derived from the business I am occupied in, that the rate on the other side of Birmingham is, as nearly as possible, in proportion to that between Bristol and Birmingham.

3025. That gives me 20*s.* between Liverpool and Bristol; do you mean that if half a ton of goods of that description is brought from Liverpool to Bristol, you pay according to the same scale of rate?—You pay 10*s.*

3026. That is your impression?—Yes.

3027. Would they take anything less than a truck of goods at that charge?—Yes.

3028. You have spoken about this railway from Liverpool to Bristol; take from Birmingham to London; what are the rates of charge on similar articles on the London and North-Western Railway?—I have not informed myself upon that point.

3029. Who specially directed you to turn your attention particularly to the railway from Liverpool to Bristol; why was that selected; has anyone desired you to turn your attention specially from Liverpool to Bristol; did Mr. Clench do so?—Yes; it was suggested.

3030. Mr. Clench suggested that you should turn your attention especially to Liverpool and Bristol?—That was suggested in the first instance, from Liverpool to Bristol; no other was named.

3031. You have come to compare these matters, first of all, as I understand you, with the joint charge of the Great Western and the Bristol and Exeter between London and Exeter?—That is one part of the comparison.

3032. Then you have given special evidence as to particular charges between Bristol and Exeter?—Yes.

3033. You say on the Bristol and Exeter line the charge is 16*s.* 6*d.* a ton?—Yes.

3034. Does that include collection and delivery?—It includes collection and delivery.

3035. Do you happen to know as to hides and iron, that if four tons are carried as between Bristol and Exeter, the charge, instead of 16*s.* 6*d.*, is 7*s.* 11*d.*?—The charge, instead of 16*s.* 6*d.*, would be 11*s.* 11*d.*

3036. Is it 7*s.* 11*d.*; you come to give information as to the comparative proportion of these charges?—Yes.

3037. You

3037. You said 16 *s.* 6 *d.* is the rate of charge upon the Bristol and Exeter line for some goods, including collection and delivery?—Yes.

3038. If a party brings four tons of hides and iron, is not that rate, instead of 16 *s.* 6 *d.*, 7 *s.* 11 *d.* per ton?—No, not including the same amount of service.

3039. What is the railway charge; is not it 7 *s.* 11 *d.*?—It is for the use of a wagon, and dragging it from Bristol to Exeter, but without other duties, cartage, and loading, and unloading.

3040. When you were comparing these matters yesterday, did not you think it fair to state that matter to the Committee; had you a knowledge of it yesterday?—Certainly.

3041. Had you a knowledge that the 16 *s.* 6 *d.* only had regard to quantities under four tons, and that if four tons were carried the railway charge was 7 *s.* 11 *d.*, with the collection and delivery to be added?—I was aware of it, because I am constantly paying both sums by railway for similar goods.

3042. Now as to guano and salt; those are two of the items which you say the Bristol and Exeter Company between Bristol and Exeter charge 16 *s.* 6 *d.* for?—If carried at tonnage rates they do.

3043. If salt and guano are brought in lots of four tons, is not the railway charge 6 *s.* 4 *d.* per ton?—Not according to their own scale, with which they supply me for my guidance; they say 1 ¼ *d.* per ton per mile.

3044. I am putting to you the articles of guano and salt; can you tell me whether the tonnage rate would be 6 *s.* 4 *d.* a ton if the amount is four tons?—No, I should be led to suppose it is 7 *s.* 11 *d.*; I am led to do so by their classification.

3045. Have you ever had any lots of guano and salt in quantities of four tons?—No, they are not ordinary matters of traffic in a carrier's hands.

3046. You have put them in your list?—I have.

3047. If they are not ordinary matters of traffic in a carrier's hands, why have you put them into this list; did Mr. Clench also select the items, and tell you not only Liverpool and Bristol, but select the particular items to which your attention was to be directed?—Not the whole of them.

3048. Did he select any?—He selected a portion of them, and I added a portion myself.

3049. Here are five articles in the first statement; did he select guano and salt?—I believe he did.

3050. Did he select hides and iron?—Iron he did; hides I think I put in myself.

3051. He selected iron, salt, and guano, and you put in the hides?—Yes.

3052. I understand you to say as to guano, you have no special knowledge of your own?—No, except derived from the same document from which I derived the price for the other articles.

3053. Is there guano and salt in that document?—Yes; they are specified in the first class, the same as the others, to be carried at 1 ¼ *d.* per ton per mile.

3054. Your rate from Liverpool to Bristol is 1 ¼ *d.* per ton per mile, is not it?—Yes.

3055. Then if you take four tons, even according to your own statement, the railway charge would be 1 ¼ *d.* per mile by the Bristol and Exeter Railway?—Without collection and delivery, which is included in the north; therefore it is more than 1 ¼ *d.* per ton per mile if collected, and loaded, and unloaded.

3056. If guano and salt are reduced to 6 *s.* 4 *d.* upon loads of four tons, you are not aware of it?—I am not.

3057. Mr. Clench having desired you to turn your special attention to Liverpool and Bristol, do you know that there happens to be a great deal of water competition for the carriage of goods between Liverpool and Bristol?—Yes, I know there is.

3058. Do you consider that a fair specimen of the charges of those companies to select between Liverpool and Bristol, and to produce that before this Committee as a fair specimen of the two charges of those two companies?—Yes.

3059. Will you tell me why you should select between Liverpool and Bristol, being two points where there is a great water competition for the carriage of goods between those two places?—I think I might have selected localities where there is quite as keen competition by water conveyance; between Liverpool and Manchester, for example

3060. Did you suppose it fair to compare Liverpool and Bristol, where there is

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is a great competition of that kind, with a country between Bristol and Exeter, which is comparatively strictly a local trade?—Yes.

3061. You thought it fair?—I thought it fair.

3062. You did not select those places yourself, I understand; they were Mr. Clench's suggestion?—They were suggested by Mr. Clench.

3063. Have you ever tried Liverpool to London?—No, I told you just now that I had not done so.

3064. Do you happen to know what the charges are?—No, I do not.

3065. You have also spoken of leather; from Liverpool to Bristol again, 23 *s.* 6 *d.*?—It should have been 22 *s.* 6 *d.*

3066. I have it 23 *s.* 6 *d.*; it ought to be 22 *s.* 6 *d.*?—It ought.

3067. Do you happen to know that a great quantity of the leather which is carried from Liverpool to Bristol is all subject to a special agreement in reference to a certain number of persons, to whom it is consigned there, upon the express condition that everything sent to them shall come by that line of railway?—I am not aware of that; it appears from their classification in the rate list to be the ordinary price.

3068. You have dry fruits here, 20 *s.* 6 *d.*?—Twenty-two shillings and six pence.

3069. Is this correction of 22 *s.* 6 *d.* in consequence of information which you have derived from Captain Huish this morning?—No, I have informed myself that it was an error in copying last night.

3070. You have carried out your rate, 1 ¾ *d.*?—It should be 1 ½ *d.*

3071. How could it be a mistake in copying; if it had been a mistake in copying, and had been 22 *s.* 6 *d.*, you would not have made it 1 ¾ *d.*?—It is a mistake in copying.

3072. Then it is a double mistake?—Yes, it was a double mistake.

3073. When did you ascertain there was an error?—Yesterday, shortly after my examination was over.

3074. If it is an error, the 1 ¾ *d.* is also an error?—It is; the 1 ¾ *d.* is an error.

3075. When did you find out the mistake?—Yesterday.

3076. Before you were examined, or after?—After I was examined; it was during my examination my attention was drawn to it; it was evident if it was the 22 *s.* 6 *d.*, 1 ¾ *d.* must be wrong; one or the other was wrong. I thought it was 22 *s.* 6 *d.* that was wrong; instead of that it turned out that the 1 ¾ *d.* was wrong; it should have been 1 ½ *d.*

3077. They were both wrong?—I made the 22 *s.* 6 *d.* wrong by increasing it ¼ *d.* per mile.

3078. Is the 22 *s.* 6 *d.*, as it now exists, exclusive of collection and delivery?—It is inclusive of collection and delivery; all the calculations are made in that way.

3079. You have the Bristol and Exeter charge, 23 *s.* 8 *d.*; is that right?—Yes.

3080. Does that include collection and delivery?—Yes.

3081. As to dried fruits; if you carry four tons of dried fruits between Bristol and Exeter, is not the railway charge 9 *s.* 6 *d.* per ton?—I have no such information that it is so, and further than that, I have always paid them after the rate of 19 *s.* 8 *d.* per ton; that is without including my duties as carrier, collection, and delivery.

3082. If it exceeded four tons?—I do not know that I ever carried a load of four tons.

3083. You put down dried fruits; do you know that if you have four tons of dried fruits, or any of those articles specified, then instead of what you put down as 23 *s.* 8 *d.* the scale is 9 *s.* 6 *d.*?—I do not know it, nor can I collect it from the company; the goods being in the third class no mileage rate applies.

3084. You have drapery, and linen and woollen from Manchester to Bristol?—Yes.

3085. Will you tell me whether it was by Mr. Clench's direction that you suggested from Manchester to Bristol also?—Yes; it was the only place we could select, because it more particularly had reference to matters of fact.

3086. I have 2 *d.* per mile, is that right, from Manchester to Bristol?—Yes; 30 *s.* per ton.

3087. Is that a remarkably low charge; is not it a very low charge?—It is a low charge.

3088. I put

3088. I put it more strongly than that, is not it a very low charge; you have selected that for the purpose of contrasting it with the prices of the Bristol and Exeter Company?—It is a low charge.

3089. I am not contented with the word "low;" is not 2 *d.* a mile, or 30 *s.* a ton, a very low charge with regard to those articles?—Yes, it is a low charge.

3090. Is it a very low charge; I have a reason for putting it to you in that form?—In comparison with the Bristol and Exeter it is a very low charge.

3091. I do not ask you that question. With regard to the charges by the same company over their own line?—In regard to other goods.

3092. In regard to the same goods; Manchester goods going to another place over their own line, is not it a very low charge with reference to similar charges?—That I cannot answer; I do not know the rate for Manchester packs delivered in Bristol.

3093. You are familiar with the matter; is not 2 *d.* a remarkably low charge?—I consider it a low charge.

3094. Do you happen to know that the same company, from Manchester to Derby, which is only 75 miles, charge at the rate of 4½ *d.* a mile, and that the charge for those miles is 27 *s.* 6 *d.* per ton?—No, I am not aware of it.

3095. Where did you get your information as to from Manchester to Bristol?—I know it of my own knowledge.

3096. Where did you obtain the information; you have a memorandum upon your paper; did you merely derive the information from your own knowledge, or take any steps to ascertain?—I knew it six months ago, perhaps a twelvemonth.

3097. Was it from your own information that you made this statement, or did you have the information of others?—I have already said that the making of the calculation was suggested to me, but the fact that Manchester packs were 30 *s.* to Bristol, I was perfectly conversant with.

3098. Did you make any further inquiry about the matter?—No; I know it to be the case; we pay the money for them.

3099. Does that include collection and delivery?—That is paying them in and out of Bristol.

3100. Does it include collection and delivery, cartage?—Yes, it includes the transfer at Bristol on to the Bristol and Exeter line.

3101. Does it include cartage?—It does; we do the duty and are paid for it out of the Midland rate.

3102. Have you actually found that from Manchester to Derby, 75 miles, the charge for the same goods is 4 ½ *d.* a mile, and 27 *s.* 6 *d.* a ton, the distance being 70 miles?—I am ignorant of that fact.

3103. Do you know what the charge is from London to Manchester?—I believe I do.

3104. Will you tell us?—Forty-two shillings and sixpence a ton; that was what it was some two or three years ago, since which I have not had to do with London and Manchester rates.

3105. What is the mileage?—I suppose it would be about 3 *d.* a ton a mile.

3106. What is the number of miles?—Very nearly 200 miles.

3107. Did I understand you to say it was 42 *s.* 6 *d.*?—Yes; it was so, as much as three or four years ago.

3108. Which, upon a rough average, I think, is about 3 *d.* a mile?—Yes; I do not think it is so much as that quite.

3109. Can you give any reason why such a low charge should exist between Manchester and Bristol?—There is a keen competition, I expect.

3110. Between what?—Between the railway and other modes of conveyance.

3111. Is there water communication inland, between Manchester and Bristol, by the Severn and by canals?—Yes; the conveyance would be by canal.

3112. And I believe also, they go from Manchester to Liverpool?—I should doubt whether many packs come to Bristol by canal that way.

3113. They go to Liverpool and come by water?—They go to Liverpool and come by sea.

3114. So that there is a great competition for the traffic between those places?—Yes.

3115. Is it to that that you attribute the lowness of the particular toll of 2 *d.* per mile?—Yes.

3116. Do you think that that is a fair instance to take, for the purpose of comparing,

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paring, the lowest possible toll, you are aware of with the tolls of the Bristol and and Exeter?—Yes; I think I am borne out in that.

3117. I understand that your attention has been confined to Liverpool and Bristol, and Manchester and Bristol?—Yes, because that has more particular reference to the trade of Exeter.

3118. It is a mere accident, your adopting a place where the rates were lowest?—I do not know why I should have turned my attention to London; that did not affect the question.

3119. Do you know that there are many vessels leaving the Mersey for the River Severn, at Bristol?—I presume there are.

3120. The "Troubadour"; do you know that active steamer?—I have heard of her.

3121. Bringing goods between those places?—Yes.

3122. You instituted yesterday a comparison with, as I understood, between what you supposed would be the charges by what you call the South-Western line from London to Exeter?—Yes.

3123. Comparing those with what you say are the existing charges as between London and Exeter, by what I call the Bristol and Exeter line?—Yes.

3124. By what process did you arrive at any scale of tolls that you imagine will be the future toll of the South-Western; did you take the toll as between London and Southampton?—I took the toll as between London and Dorchester.

3125. Did you take the toll as between London and Southampton?—No.

3126. Why not?—Because it would not have been fair to do so; I should have increased the difference then; the difference would have been greater against the Great Western.

3127. Did you think it would be an advantage?—I thought it was the fairest to take it to Dorchester, as I said yesterday; further it will be on a lower rate; if I had taken the Southampton rate it would have been higher.

3128. Do you mean to say that the rate from London to Southampton is less than it is?—The rate to Dorchester is less in proportion than to Southampton.

3129. Are the rates from London to Southampton less than those which you have been promulgating as the future rates of the South-Western? Do you know what the rates are between London and Southampton?—Yes; at least I have a book here to inform me.

3130. What is the distance; is it 78 miles?—Seventy-eight miles.

3131. What is the distance from Bristol to Exeter?—Seventy-six miles.

3132. What is the charge from London to Southampton for raw sugar; perhaps I can help you?—I can tell you in a minute; 11 *s.* per ton.

3133. Where do you get that from?—From the South-Western published rates.

3134. When published?—The 1st of November 1851.

3135. We are now in June 1853. Have you any scale of the present rates?—This is the scale of the present rates.

3136. Let us take raw sugar; how much?—Eleven shillings per ton.

3137. Does that include collection and delivery, or not?—That is both collection and delivery. Wait a moment; I do not know that it is; I believe it includes collection and delivery.

3138. Have you the means of ascertaining; you profess to know what the rates are; surely you can tell us whether 11 *s.* includes collection and delivery or not?—Yes, that includes collection and delivery.

3139. Why do you say so?—They say, "in all cases where senders of goods intend that they should be taken from the station by the consignees, the same must be stated, otherwise the charge for delivering them will be incurred," and that charge is already calculated in the rates they give us.

3140. In the 11 *s.*?—Yes.

3141. Then that is your notion?—That is my belief.

3142. Do I understand that your belief is, that that 11 *s.* includes the cost of collection and delivery?—Yes.

3143. Who would have to pay for the collection and delivery if you pay 11 *s.* a ton from London to Southampton?—If we pay 11 *s.* per ton to the railway?

3144. If you pay 11 *s.* a ton to the railway, who would have to pay for the collection and delivery?—It is probable that I may be led into a mistake there.

3145. It is so, I tell you; therefore perhaps you will correct your answer. Is it

it not so, that if you pay 11 *s.* per ton, you will have to pay, in addition to that, the cost of collection and delivery?—I cannot answer at the moment that it is so; I have not sufficiently informed myself; from the way in which you put the question, I am led to presume that there would be the collection and delivery to pay for.

3146. Now the refined sugar. Just tell us how much a ton that is. Are you looking at what is called the South-Western classification?—Yes; the refined sugar would be 19 *s.* per ton.

3147. What class do you find that in?—Third class.

3148. What class do you find raw sugar in?—First class.

3149. Furniture; just tell me what that is?—Furniture is in a special class.

3150. How charged; what is the rate?—From London to Southampton 2 *s.* per cwt., 40 *s.* per ton.

3151. Now turn to salt; that is one of your own articles?—Salt is carried as a mineral.

3152. Never mind what they call it; salt is salt; turn to the same tonnage rate?—I am doing so; 6 *s.* 6 *d.* per ton.

3153. Is that what you find?—That is what I find it here in print.

3154. In the tonnage rate; just look at the tonnage rate?—I cannot find it in the tonnage rate. I have no tonnage for minerals; there is a separate scale of charge for minerals.

3155. Do you mean to say there is no tonnage for salt?—I do not see it myself; perhaps you can.

3156. You put down 16 *s.* 6 *d.* tonnage rate?—I have put down 16 *s.* 6 *d.* over the Bristol and Exeter, but I do not find that over the South-Western.

3157. Are you prepared to say that they do not carry salt at a tonnage rate over the South-Western Railway?—Yes; I suppose they would carry a ton of salt, and if put in the tonnage rate, of course it must be 11 *s.*, because that is the lowest charge per ton.

3158. By the *Committee.*] Is 11 *s.* the answer?—Eleven shillings, if carried at tonnage.

3159. Mr. Serjeant *Kinglake.*] Now, seeds?—Seeds would be 11 *s.* per ton tonnage.

3160. That again would all be subject to the same as the raw sugar; the addition of the cost of collection and delivery?—Yes.

3161. Now wine?—Wine would be 19 *s.*

3162. I will turn to drapery?—Drapery 19 *s.*

3163. Paper; that is what you call stationery, I suppose?—No; paper 15 *s.* 6 *d.*

3164. What class is that in?—Second.

3165. Paint?—I have not it.

3166. Hides; that is one in your list?—Hides would be 11 *s.*

3167. And then to that the collection and delivery?—Yes.

3168. Iron?—Iron would be 11 *s.*

3169. Hemp; that is one taken from your own articles?—Eleven shillings.

3170. Guano?—Guano 11 *s.*

3171. Leather?—Leather 11 *s.*

3172. Rags; that I ask you because it is in your own list?—Rags 11 *s.*

3173. Coffee?—Coffee would be 15 *s.* 6 *d.*

3174. Mr. *Johnson.*] Will you just allow us to see the list from which you are reading; there seems to be some doubt whether it is the list at all.—(*The Witness handed the same to Mr. Johnson.*)

3175. Mr. Serjeant *Kinglake.*] You have told me what the rates are between London and Southampton; do you know what they are as between Southampton and Dorchester?—I can get them from this book.

3176. Take the first class; that will be the better plan?—From Southampton to Dorchester, the first class is 8 *s.* 11 *d.*

3177. Does that include collection and delivery, or not?—No; upon the same principle it would be without.

3178. Do you know the distance?—Sixty-one miles.

3179. What is the second class?—Twelve shillings and eightpence.

3180. Third?—Fifteen shillings and threepence.

3181. Fourth?—The fourth, I suppose, would be the special.

 3182. Special?—

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3182. Special?—The special rate is 2 *s.* per cwt., 40 *s.* per ton.

3183. I think you said, yesterday, that the small parcels were 1 *s.* 1 *d.*?—A small parcel is carried by luggage train from London to Exeter for 1 *s.* 1 *d.*, including collection and delivery, by the company.

3184. Do you manage to deliver your parcels at 9 *d.*?—Yes.

3185. How comes that?—We do.

3186. How do you do it; you say the rate by the railway is 1 *s.* 1 *d.* per parcel?—Ninepence per parcel, 1 *s.* 1 *d.* including collection and delivery.

3187. From Paddington to Exeter, through Bristol, upon the broad gauge line, do you deliver for 9 *d.*?—Yes.

3188. How; do you carry them?—We get an advantage by putting the parcels together.

3189. What you call packing them?—No.

3190. How then?—For instance, if we have half-a-dozen parcels of drapery, the charge is less to the carrier; so it would be to the public, if they had half-a-dozen parcels going at once. We have no advantage over the public in that respect, except that we get goods together and they do not.

3191. But you, by some contrivance, are enabled to deliver parcels at 9*d.* each?—Yes.

3192. Even though they come from Paddington, through Bristol, to Exeter?—If we offered the company one parcel by itself, we must pay them 9*d.*

3193. Is the practical effect to the inhabitants of Exeter, if they come through your hands, that you deliver them at 9*d.*?—Yes.

3194. And you carry them over the Great Western?—Yes.

3195. And the Bristol and Exeter?—And the Bristol and Exeter.

3196. Do you do it for the same price over the South-Western?—We have never had them by the South-Western.

3197. By the *Committee.*] How do you describe the small parcels?—Ninepence is for a parcel up to 14 lbs.

3198. Mr. Serjeant *Kinglake.*] I think you have a graduated scale, have not you, afterwards, until you get into what is called the tonnage rate, up to 500 lbs., is it not?—A graduated scale up to 500 lbs.

3199. They would be all parcels, in one sense, up to 500 lbs.?—Yes.

3200. Do you know what the graduated scale is?—Here it is. That is the graduated scale for parcels to and from the various places and stations on the line.

3201. By the *Committee.*] After 14 lbs., what is the next weight you go to?—In the Company's rate, 28; they go by gradations of 14 lbs. up to the 500 lbs.

3202. And is the increase regular; what is 28 lbs.?—Twenty-eight pounds is 1 *s.* 1 *d.*; 14 lbs. is 9 *d.*, but it is 1 *s.* 1 *d.* for the 14 lbs. with collection and delivery; the 28 lbs. would be 1 *s.* 5 *d.*, including the same duty charged by the company.

3203. Mr. Serjeant *Kinglake.*] When you give the 9 *d.*, you do not include what is called the collecting and delivery?—No; that is not included in the 9 *d.* which the company charge.

3204. By the *Committee.*] What is the next?—Forty-two pounds, 1 *s.* 8 *d.*; 56 lbs., 2 *s.*; 70 lbs., 2 *s.* 3 *d.*; 84 lbs. 2 *s.* 7 *d.*; 98 lbs., 2 *s.* 10 *d.*; 112 lbs., 3 *s.* 2 *d.*; that is not the price we pay the company; that is the price they charge to the public.

3205. Mr. Serjeant *Kinglake.*] Will you let me see that copy you are speaking from?—(*The Witness handed the same to Mr. Serjeant Kinglake.*)

3206. By the *Committee.*] Does the same graduated scale go on up to 500 lbs.?—Up to 500 lbs.

3207. Mr. Serjeant *Kinglake.*] I think you said 2 *s.* for 56 lbs.; where do you find that?—I cannot find it here, because the collection and delivery is added; I can give it to you either with or without the collection and delivery.

3208. I thought you had given it throughout without?—No; I have given it throughout with the collection and delivery; I can show you the figures here that it is made up from, 1 *s.* 8 *d.* and 4 *d.*

3209. By the *Committee.*] Without going through it, what is the highest charge for a parcel under the 500 lbs.?—Under the 500 lbs., 10 *s.* 6 *d.*, for a fourth class; but there are four classes.

3210. Continuing the same class as we have already?—Continuing in the same class; for 4 cwt. 1 qr. 14 lbs. it would be 10 *s.* 6 *d.*; and then, 4 cwt. 1 qr. 24 lbs., which

which is the 500 lbs., 10 *s.* 9 *d.*; but that is without collection and delivery. I cannot calculate to a penny what they would charge for the collection and delivery; I should expect them to charge 11 *s.* 8 *d.* to 12 *s.*, including the delivery, for 4 cwt. 1 qr. 14 lbs. by one denomination.

3211. Then, above 500 lbs.?—Above 500 lbs. they charge us at 47 *s.* 6 *d.*, and 5 *s.* 4 *d.* added; 52 *s.* 10 *d.* per ton; which figures you will find in my statement yesterday.

3212. Mr. Serjeant *Kinglake.*] Can you tell us what are the parcel charges upon the London and Southampton line?—From London to Southampton they have a minimum charge of 1 *s.*

3213. What is that for?—That is for any package which is presented to them.

3214. By the *Committee.*] Does that include delivery?—No, that is without; they are compiled here without the delivery.

3215. Mr. Serjeant *Kinglake.*] What would it be including collection?—Adding the same sum that I add to the Great Western, 1 *s.* 4 *d.*

3216. How does the charge go on?—Then on the South-Western line they do not have all these 14 lbs. gradations, but they directly begin to charge at a tonnage rate so soon as it overtops the 1 *s.* 4 *d.*

3217. By the *Committee.*] They have no parcel rate?—They have no parcel rate but the one, the minimum charge of 1 *s.*

3218. Mr. Serjeant *Kinglake.*] Where would a parcel begin to overtop the 1 *s.* 4 *d.*?—If you take it in the highest class, being 19 *s.*, and the delivery, I suppose the same as the Great Western, 5 *s.* 4 *d.*; that would be 24 *s.* 4 *d.* a hundred weight; the minimum would be about 1 *s.* 4 *d.*, and then they begin to charge so much a hundred weight.

3219. It is 2 *s.* a hundred weight, then, is it not?—No, that is the special class.

3220. This would be so, would it not, for parcels?—No, because they call it packages per hundred weight, 1 *s.*

3221. By the *Committee.*] I think the Committee are to understand you to say that they only charge one uniform rate for parcels, 1 *s.* 4 *d.*, and everything else is reckoned under the tonnage?—Yes, so soon as it exceeds the 1 *s.* 4 *d.*

3222. Mr. Serjeant *Kinglake.*] From London to Dorchester, at the present time, what is the smallest parcel rate?—One shilling and ninepence.

3223. Does that include collection and delivery, or not?—No; that, as I said before, is without the collection and delivery; I suppose the collection and delivery would be again 4 *d.*, as with the Great Western, making it 2 *s.* 1 *d.*

3224. By the *Committee.*] That is 5 *d.* more to Dorchester, is it not?—No, 9 *d.* more to Dorchester; 4 *d.* is to be added to the Dorchester charge.

3225. Mr. Serjeant *Kinglake.*] If I understand it, the smallest package to Southampton is 1 *s.*?—Yes.

3226. The smallest package to Dorchester is 1 *s.* 9 *d.*?—Yes.

3227. To each of those you have to add the collection and delivery?—Yes.

3228. The smallest package, when delivered at Dorchester, is 2 *s.* 1 *d.*?—Yes.

3229. The smallest package of the Great Western and the Bristol and Exeter, delivered at Exeter, is 1 *s.* 1 *d.*?—One shilling and a penny for 14 lbs.; this is 2 *s.* 1 *d.* for a hundred weight, as far as I understand it.

3230. By the *Committee.*] It may be a hundred weight, or it may be any weight below?—It may.

Re-examined by Mr. *Johnson.*

3231. As we may have to rectify some of these, may I ask you, are you deriving all the information that you have upon the subject which you have recently been cross-examined upon, from the tariff of 1851, of the South-Western, which you hold in your hand?—Yes, because that is the last that they issued, and which they give us now as their prices.

3232. You have no practical knowledge or experience, as I understand you; you derive it wholly, as far as from London to Southampton is concerned, or by the South-Western, from the book which you have before you?—Yes, not because we trade over the line; my information as regards the Great Western and the Bristol and Exeter is because we trade over the line; here I read from the book.

3233. Do you, in the evidence which you have given upon the one line and the other, discriminate between them in that respect, that in the one you have

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practical knowledge and experience, in the other case you derive your information from the printed tariff?—Yes; I have a right to make that distinction.

3234. Is it the fact that, on a through rate for parcels, the greater the distance you go the more mitigated the charge is, usually speaking?—Usually speaking, it is.

3235. Therefore, if you had to form any comparison of rates, would it not be fair to go at once to Dorchester upon the existing rates, and not take the rates to Southampton, which is merely *en route* to Dorchester?—I thought so when I made the calculation.

3236. Let me understand the way in which this calculation has been made; if I am right in the assumption, that the further you go the less in proportion is the charge, you have done this in the calculation which you have made by the South-Western; you have taken the existing rate by the tariff, as far as Dorchester, divided it by mileage, and then placed it on to Exeter by the additional distance, 56 miles, or whatever it may be?—Yes.

3237. That would appear to me rather to be in excess of what the probable charge would be if the cost diminishes as you extend further upon the line?—Yes; there still exists that margin.

3238. But there is no misunderstanding as to the way you have calculated it; you have taken the existing charge to Dorchester, divided it by the miles, and then plussed it at the cost per mile, whatever it may be, on to Exeter?—Yes.

3239. Though you are of opinion that the further you go the less the charge would be?—As I stated yesterday, I thought that at least you ought to make a further reduction off the prices I had calculated, of 2 *s.* 6 *d.* a ton; it would not be so little in proportion.

3240. I do not like to go through these several items; but wine, I think, was put to you; you have the wine in cask, have you not, upon the South-Western?—They make no distinction between cask and bottle on the South-Western.

3241. Do they make any distinction between wine in cask and wine in bottle upon the Bristol and Exeter?—No.

3242. Do I understand that the charge is the same in either case, whether by cask or by bottle?—They are both in one class in either case; on the one line it is in the fourth class, and on the other in the third, but whether in wood or bottle.

3243. I understand you to say that the South-Western have only three classes, and after that a special rate applies to particular articles; is that so?—That is so.

3244. On the other line there are four classifications?—Four classifications, and I may say a special rate.

3245. It is therefore impossible for you to take the several classifications, as applied to the one line and the other, because they do not correspond?—No; I could only work out by the article.

3246. You say that some of the articles were suggested to you by Mr. Clench; the others were suggested by yourself?—Yes.

3247. Have you in the enumeration of articles which you have given with Mr. Clench's assistance, and upon your own judgment, selected the whole of such articles as you believe are articles of commerce finding their way to Exeter?—Yes; I have endeavoured to exercise my judgment so far.

3248. Articles of trade?—Yes; ordinary articles of trade.

3249. You could not do it by classification, because the different tariffs do not admit of it?—No.

3250. Have you made a fair selection of such articles of trade as are such at Exeter?—Yes; with the exception of the two articles which I have said are not ordinary matters of trade in a carrier's hand; that is, salt and guano.

3251. I ask you whether they are such articles, either of consumption or utility, as find their way to Exeter at present?—Yes; they are just such articles.

3252. By the *Committee.*] And in considerable quantities?—And in considerable quantities.

3253. Mr. *Johnson.*] You have been asked questions also why you went to Manchester and to Liverpool; we have it from Mr. Wilcock's own evidence that there are commercial relations to a large extent as between Manchester and Exeter?—Yes.

3254. And from Liverpool also, I dare say; was that the reason why you selected these places as the points of comparison; no matter who suggested them

in

in the first instance, have you adopted those places, namely, Manchester and Liverpool, as being places having commercial relations with Exeter, and from which goods were brought directly to Exeter?—Yes.

3255. With regard to the four tons rate, is it often the case that an individual trader has four tons of goods to send himself?—No; it is a very rare case.

3256. Four tons of goods, if I understand it, are such as would fill a truck, are they not?—They do not fill a truck; they take six tons on a truck; still, that is the limitation.

3257. So that, in point of fact, by taking such as would be sufficient to pay for the sending of a truck, there is some sort of concession and indulgence made to a trader sending that quantity of goods?—Yes.

3258. Supposing a trader sends a sufficient quantity of goods to fill a truck, does the character of the company, as carriers, then cease, and the trader himself send the goods at his own risk?—He may be considered his own carrier then; he has every risk and every duty to perform, beyond the supply of the wagon and the dragging it over the line.

3259. Is that the reason why, when four tons of goods are sent by an individual trader, this advantage is given to him; why he pays less?—That is the reason why he pays a less sum, certainly.

3260. Is he obliged to give any particular notice when he is going to send that quantity of goods?—Yes; he must hand in a request-note for a truck to be supplied.

3261. How many hours' notice is he obliged to give?—I believe they do not undertake to supply a truck in less than a day, that is 24 hours; if I want a truck to-day I may have it to-morrow.

3262. And then, as I understand you, all the responsibilities, as carriers, of the company cease, and they devolve upon the individual trader who so sends his goods?—Yes.

3263. But practically, if I understand you it rarely occurs that a trader is found who would have that quantity of goods to send upon his own responsibility?—The higher you get in the classification of goods the more rarely it occurs.

3264. Does it often happen to a man that he has occasion to send four tons of dried fruit, for instance?—No; but even if he had he would not have any advantage, because that is put in the third class, and he has no mileage rate to apply there; he cannot get out of the tonnage rate.

3265. To what particular classes does the mileage rate apply?—First and second.

3266. It is per ton per mile, is it not?—Mileage rate they call it, as contradistinguished from the tonnage rate; it applies to the first two classes; but then they have another; they make a sub-division of the first class, calling certain articles first class excepted articles.

3267. Confusion worse confounded, it seems to me?—Just so.

3268. Do you mean to say that any one going to send goods by the Bristol and Exeter, must make himself master of all these elaborate details?—I am obliged to do it, and so must you, if you want to send them.

3269. First, there is a greater classification on one line than on the other, and then there is a sub-division of that classification?—Yes.

3270. And there is a distinction between the tonnage rate and the mileage rate?—Yes.

3271. Do you find that difficulty upon the South-Western, at all events?—We have not carried on the South-Western.

3272. You will be very glad to do so, I dare say, when you get a line?—That is just what we want to do.

3273. I understand you to say that you gave your evidence yesterday with regard to some corrections; your attention was called to it; it was a clerical error of the person who copied it, I believe; the 26 *s.* 6 *d.*, or whatever it was, in lieu of 22 *s.* 6 *d.*?—Yes.

3274. In the result was the mistake that was made in favour of your calculation, and against the Bristol and Exeter, or how?—The mistake that I made would be in favour of the Great Western, because I said 100 per cent.; but putting it at 22 *s.* 6 *d.* on those three articles, would bring it to 150 per cent.

3275. So that, in fact, you under-rated the difference yesterday?—Yes, because I adopted 1 ¾ *d.* and threw over the 22 *s.* 6 *d.*, instead of which I ought to have adopted the one, and thrown over the 1 ¾ *d.*

Mr. *J. W. Haycock.*

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3276. It made a difference of 150 as compared with what?—One hundred and fifteen.

3277. There was a difference of 35 per cent. against the calculation which you yourself had made?—Yes.

3278. You say that you have informed yourself, and tested the evidence which you gave by application and information obtained from Captain Huish; is that so?—Yes.

3279. And it verified the tables which you put in, as far as the comparison is concerned which you instituted?—Yes.

[The Witness withdrew.

Mr. *Thomas Towndrow* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. *T. Towndrow.*

3280. I BELIEVE you keep the Bell Inn at Axminster, do you not?—I do.

3281. Is that the receiving-house for goods brought and taken by Russell's wagons to and from Axminster?—Formerly Russell & Company, afterwards Ford & Company, and now Penfound & Company, and other companies as well; Edwards & Company; I keep a general receiving-house. In fact, the premises, which are extensive premises, are my own, and I receive.

3282. Have you had the management of the passengers' and goods traffic of these several people whom you have mentioned at Axminster, for this last 20 years?—I have, exceeding 20 years; 24 years.

3283. Can you then tell me about what quantity of goods you have daily in tonnage?—I have my books in town with me, but I did not make out any calculation; I average about two tons per day, that is general goods. I cannot speak upon one class of goods; but that is butters, meats, cheese, and various articles that I collect for the line of traffic, which, altogether, I calculate at about eight tons a week; I collect for the Eastern Counties.

3284. Where do these goods principally come from; from the immediate neighbourhood of Axminster?—Ours is an agricultural district, consisting of dairies, poultry, small pig ware, and all those sort of things; generally for the London market, and for the Southampton market, and for the Isle of Wight.

3285. Where do the goods come from; from the immediate neighbourhood of Axminster?—The immediate neighbourhood, and the parish of Axminster.

3286. Are there also passengers on their way to Dorchester, and going beyond?—Most decidedly; since the old wagons have stopped we get a great many passengers, particularly the coast-guard families who are removed upon that coast.

3287. I suppose the coast guard go coastwise, do not they?—Of course; we are obliged to take them at wagon price.

3288. My learned friend wants to know what you mean by coast-guard?—The revenue servants and their families, who are removed along the coast, which occurs almost every day, or at least every week.

3289. I understand you to say you have eight tons of goods weekly, and a number of passengers who are seeking their way to the eastward; the goods you say mainly go to the London market?—The greater part of them.

3290. Are they such goods as are perishable?—I am speaking of those goods which are perishable.

3291. You say that the great proportion of them find their way to London, or that that is their destination, and that also a quantity go to Southampton and the isle of Wight?—Southampton, the Isle of Wight, Bishopstoke, and Dorchester; I send a great quantity of cheese to Dorchester.

3292. Do you mean that it goes to Dorchester for consumptson or for transmission onwards?—No, for consumption; at least I consider so. I dare say there are dealers here of Dorchester who will explain that better than myself. I send them as a carrier.

3293. The eight tons of goods, which you say are seeking their way eastward, go to London, or else to Southampton or the Isle of Wight?—Yes.

3294. You mentioned also Bishopstoke?—Bishopstoke. I send a great quantity perhaps to Esher and along there, and quantities of butter. I have two dealers there to whom I now send.

3295. Where is Esher?—On the South-Western line.

3296. What is the particular demand at Bishopstoke; is it for cheese?—That I cannot tell you; the dealers live there.

3297. I suppose

3297. I suppose there is some great cheese fair in that neighbourhood; is that so?—Yes.

3298. How many wagons a week (you have given me goods in tonnage as nearly as you can) are there in connexion with the Dorchester line of railway carrying goods down to the eastward?—Six; that is one a day.

3299. The trade of Axminster, I believe, takes two routes at present; one to Bridport, Dorchester, and the east, and the other through Crewkerne and Yeovil, and by that route?—It did; but we found that line of road came to nothing; we had not enough to pay turnpikes. I had wagons on that line of road myself, and there was no trade there.

3300. Do you mean that on the line of road to the northward there is no trade?—No, not from Taunton; I have dropped the wagons that I used to send to Taunton.

3301. Then the tendency of the trade of the district is principally to the eastward, as far as your evidence goes, and none to the northward?—None to the northward at all, the rate of carriage by the railway on the Great Western line is so very heavy; we have a canal to Chard, and their goods are sent by canal, crates and everything from the potteries, and we are obliged to lose the traffic.

3302. That is for goods going to Taunton?—Yes; they used to come to Taunton from the northern counties, and now they all come by canal.

3303. By the *Committee.*] To Chard?—To Chard; we have a canal from Bridgwater to Chard; we cannot compete with the lines, the charge is so high.

3304. Mr. *Johnson.*] The route of traffic used to be such as I have indicated from Axminster; your knowledge is principally confined, I believe, to Axminster?—Quite.

3305. The route, as I understand you, now is entirely to the east, the goods seeking their destination to London, or to Southampton, or the Isle of Wight?—Yes.

3306. And you say there are none now by way of Yeovil?—None at all.

3307. Before the railways which superseded the carriers to some extent, was the one route coastwise *viâ* Dorchester, and the other route through Yeovil, and by way of Salisbury; after it went to Yeovil, what was the route from Axminster to London?—No direct route to London.

3308. Had you never a direct route?—No direct line at all; it used to join at Salisbury. I am speaking now of 20 years ago.

3309. What was the original route of traffic before the institution of the existing lines?—Not from Axminster at all. If I had another map I could show you. Honiton was the branch to go, it went on towards Chard, Crewkerne, Yeovil, Sherborne, and into Salisbury.

3310. That was one route of traffic?—Yes.

3311. It did not actually go through Axminster, but it went to the north of it; but I suppose naturally if a man wanted to get from Axminster to London, that was the way?—I used to run a single horse wagon to Chard.

3312. Through which place the traffic and the coaches passed?—Yes.

3313. That was one route, and the other route, if I understand you, was *viâ* Dorchester?—From Exeter to Honiton, Honiton to Axminster, Axminster to Bridport, Bridport to Dorchester, and so till you came to Salisbury.

3314. Do I understand you that both the coast traffic and the central traffic, so to speak, converged at Salisbury?—Yes, it came into one.

3315. Is there a large fair, called Weyhill Fair?—There is a very extensive fair.

3316. Where is it held?—It is about two or three miles from Andover.

3317. There is a Bill now passed for taking a direct line between Salisbury and Basingstoke, upon which Andover lies; what is the particular traffic that is sent to this Weyhill fair from your neighbourhood?—Sheep; nothing else.

3318. To a very large extent?—Yes. I get a great quantity of hops from Weyhill.

3319. Is it a sheep fair and hop fair together?—Yes.

3320. Then you get a quantity of goods from Weyhill; and a quantity of sheep are sent, as I understand you, to Weyhill from the districts?—Yes; some thousands from our neighbourhood.

3321. Do the Dorsetshire farmers attend largely at your market; is there an Axminster market?—Yes; a very good market.

3322. Do the Dorsetshire yeomen honour you on market days at Axminster

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with their attendance?—Yes; to buy wool and corn, and to sell; in fact they sell wool and corn as well; there are a great many manufactories round; that is, not to a very great extent.

3323. In your judgment, for the purposes of facilitating this traffic, would it be desirable to have a continuous line of railway upon the same gauge to the westward of Dorchester?—Most decidedly.

3324. Have you considered the existing line in contrast with a line upon the same gauge, and coming from Dorchester into the west of Dorsetshire and extending into Devonshire?—I have, because I have been asked to come on the other side, and I would not, because I always was in favour of this; I have frequently been asked.

3325. I dare say they told you there was no hope of getting any other line but theirs?—They did; and yet I always opposed it, because I knew so well the injury and damage through being a carrier, and taking in goods, and having to pay for damage, and changing and chopping about from road to road, and I want a direct line.

3326. You want a direct line upon the same gauge, do not you?—That is what I mean.

3327. You do not like a break of gauge?—No.

3328. Your experience as a carrier has shown you that it does not answer?—It does not answer.

3329. You lose time and money, and are subject to pilfering, I believe, and every inconvenience?—Every inconvenience.

3330. Have you experienced the delays too of being put upon short branches in lines of railway?—I have.

3331. Do you think it would be convenient for the people of Bridport or Sidmouth that they should be put upon branches, Bridport more particularly; do you think it convenient that they should be put upon a branch of a branch?—Most decidedly not; quite the reverse; there is a large place, Lyme Regis; I get a quantity of traffic from there too, and from that it would be a moral impossibility that they could reach the other line of road; I send a cart, or rather wagon, there three times a week.

3332. You spoke of Axminster traffic that you had to send to the eastward; do you know whether, from Bridport, for instance, there is a large traffic also seeking its outlet eastward?—I will leave that question, if you please, to my agent; I think he is here; I saw him here yesterday.

3333. Can you give me the information?—I know there is a great quantity.

3334. We are told that there is a good deal of flax, and nets, and manufactured articles, twine and tarpaulins, and things of that sort?—Yes.

3335. Is there a large quantity of those manufactured articles seeking their way to the eastward, also to the maritime towns coastwise?—Most decidedly; to Portsmouth and Plymouth; Plymouth, of course, is westward; I will say eastwards to Portsmouth.

3336. And to Poole?—And to Poole and other places.

3337. Southampton, I dare say?—And Southampton.

3338. You say that you have been asked, as a resident of Axminster, by the agents of these combined companies, to promote the Devon and Dorset line; do you know whether that also was extensively dunned amongst other inhabitants of Axminster?—Yes, it was.

3339. And was it upon the same representation that there was no hope of any other line?—Yes.

3340. What is your belief about it, that persons were induced to support the line who would have given the preference to another in case they saw a hope of getting it?—Yes; and a great many are very sorry that they have signed the requisition; I have heard them say so since.

3341. They were more credulous than you were about it, and were induced to sign under the impression that no other line could be brought into that country?—I did not know that this would be brought forward; however, I was determined not to support the other, because I was aware it would not answer my purpose as a carrier.

3342. Your purpose is mainly for the traffic, having been a carrier so long?—Yes.

3343. And you know best what would accommodate the traffic of the district, as well passengers as goods, do you not?—I do; passengers, goods, and traffic generally;

generally; I get a great deal of traffic from Bridport; you will get that from the Bridport party. Mr. *T. Towndrow*

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Cross-examined by Mr. Serjeant *Kinglake.*

3344. Where do you say all this netting and tarpaulin goes that Bridport is so famous for; which way, in your judgment, does it go?—It goes westward, a great deal of it, down to Dartmouth, and a great deal of it goes to Plymouth, Torquay, and a great many other places, the westward trade.

3345. Those are all westward?—Yes; but I do not speak of what goes eastward.

3346. My learned friend asked you about this netting and tarpaulin; where does it principally go?—To Southampton. Do you mean on the eastward line or the westward line?

3347. I do not want either the eastward or the westward line?—It goes to all parts of the world.

3348. Where does the netting and tarpaulin from Bridport principally go?—To its real destination, do you mean, or do you mean where I deliver it to the shipping agents? Every port on the western coast and the eastern coast.

3349. Where does the netting and the tarpaulin, which they say Bridport is famous for, go?—All the canvas and bagging?

3350. Where does it go?—To all the millers and bakers and all the shipwrights and ship-dealers in every coast town in the west of England.

3351. You have mentioned Plymouth and Torquay and all the Cornish towns, I suppose?—If I had a map I could mention every town.

3352. In Cornwall?—In Cornwall.

3353. A great supply?—Yes.

3354. What is the main produce of your celebrated town, Axminster?—Farming.

3355. Cheese, is it not?—No.

3356. Is not there cheese?—Yes, there is cheese; but butter is the principal.

3357. I thought you said that you sent a great deal of cheese?—So I do.

3358. Is that cheese made in the neighbourhood?—Yes.

3359. I am afraid it is very bad?—No; it is, I know, not very good, but the butter is very superior.

3360. It is what you call skim milk, is it not?—Leave that; I am not a cheese-maker myself.

3361. I do not think much of it would be eaten in London?—I beg your pardon; I send thousands of tons to London.

3362. It is a bad commodity, is it not?—Leave that as it may be; of course there is good and bad; it is very superior, as they call it.

3363. As to your butter, are you afraid of the break of gauge knocking about the butter?—I am, in knocking it about.

3364. That it will turn into cream again?—Yes; I know it damages it very much.

3365. Do you mean to represent to this Committee, that your butter and a great deal of your trade does not go to Bristol?—No; it does not.

3366. Not the butter?—A portion of it, but very little.

3367. Bristol and Bath?—We do not send a pound to Bath from Axminster.

3368. Taunton?—Of course what goes to Bristol, goes by way of Taunton; there is very little; it is only a trifle what goes there, that is to say, in proportion to the other.

[The Witness withdrew.

Mr. *Charles Henry Ewens* was called in; and Examined by Mr. *Johnson*, as follows:

3369. DO you live at Axminster?—I do.

3370. I believe you are a butter factor and a general merchant there?—Yes. Mr. *C. H. Ewens*

3371. And you have had for 10 years past the management of an extensive trade, I believe?—I have.

3372. Have you felt in that district the necessity for railway communication?—We have.

3373. Where does the portion of the trade to which you can particularly speak, seek a market?—Principally in the London market.

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3374. The goods that you have, I suppose, are principally butter; what does the general merchandise include; perishable goods, or what?—Merely butter and cheese provisions.

3375. All perishable articles?—No other provisions; merely butter and cheese.

3376. Can you corroborate the testimony of the last witness, that there is no trade now at all to the northward; that it goes eastward?—The greater portion of it does; a small portion goes to Bristol.

3377. Do you mean the portion which he spoke of going by canal, *viâ* the Chard and Bridgwater Canal?—I suppose it goes in that way, a part of it; another part goes by wagon to Taunton.

3378. But your trade, as I understand you, is principally with London?—Principally with London.

3379. Does it go by road conveyance to Dorchester?—Yes.

3380. What amount can you speak to yourself of your own trade, by the week, or by the month, or by the year?—I have made a calculation, and I send rather over 200 tons of butter in the course of the year, independently of cheese.

3381. Do you think that any portion of the goods in which you deal would go to Bristol if you had an uninterrupted communication open to you to the eastward?—Yes; there is a market for a portion of our produce at Bristol, certainly; it is a very small part.

3382. We are told that butter particularly dislikes a break of gauge?—Yes.

3383. Supposing you to have an uninterrupted communication open to you, *viâ* Dorchester to the south coast of England, looking to the eastward of Axminster, and also to London, do you think then that the Bristol market would be required at all for any proportion of your goods?—I think it would require a small portion.

3384. I do not know whether you were one of the requisitionists in favour of the Devon and Dorset line?—No.

3385. You declined?—I declined.

3386. I dare say you were asked to become a promoter, as others were, and you saw that the interest of the country required a refusal on your part?—I think competition very desirable.

3387. And an unbroken railway?—Yes.

3388. With regard to the station accommodation; for the purposes of your trade, what is the more convenient in London?—That of the South-Western Railway, most decidedly.

3389. Have you reason to think, that if this line were constructed hereafter upon an uninterrupted gauge to the eastward of Dorchester, that would open a new trade to you?—I think it very probable.

3390. Have you considered the subject at all whether it would open a market to you in the towns situated upon the south coast of England?—Yes, I think it would at Southampton and Portsmouth.

3391. And Salisbury, perhaps?—I do not know whether it would at Salisbury; it might do so.

3392. And Weyhill Fair we understand is a large place; but I will not travel over the same ground with you. As a passenger, apart from the question of goods, do you conceive that the opening of a narrow gauge railway connexion with Dorchester would be advantageous to you at Axminster, in preference to the proposed Devon and Dorset line?—Certainly it would.

3393. What reasons can you give for adopting that opinion?—We should be taken to Maiden Newton; that is out of our way.

3394. And there you would join what you may call a branch. We cannot tell how it would be worked, but at all events, no portion of the main line; and then you would be taken only as far as Dorchester, and have a further delay, and certainly a break of gauge there?—Yes; a break of gauge.

3395. I believe the inhabitants of Axminster have been very much disappointed, have they not, with the non-completion of the line which was sanctioned by Parliament some time before?—Yes, they have.

3396. Can you speak also to the feeling in Axminster, that it was excited in favour of the Devon and Dorset line by the representation that they could get no other line; do you think there has been any revulsion of feeling upon that subject?—Yes; I think there has.

3397. They would prefer now to have the narrow gauge if they could get it?—Yes.

Cross-

Cross-examined by Mr. *Rowe*.

3398. I understood you to say fairly enough to my learned friend, that your chief product is butter?—It is.

3399. And that your chief market is London?—Yes.

3400. And that butter abhors a break of gauge; does it occur to you that your butter may go very conveniently to your chief market, London, from Axminster by that yellow line up the Wilts and Somerset to Chippenham, and so to London, without meeting with this break of gauge to churn it back again?—I understand that that proposed line is 10 miles further, and also the station at Paddington is not so near the city as the present station of the South-Western Railway.

3401. Do you happen to know where the butter which goes from Dorsetshire by the Dorchester line *viâ* Southampton is landed in London by the South-Western Railway?—At the Waterloo station, I believe.

3402. Do you know anything about it; do not you know, if you have inquired at all, that it is all deposited at Vauxhall, and not down here?—I know that it does not go to the end of the Waterloo station.

3403. Then it must go to Vauxhall, must it not; there is no other station between Nine Elms and Waterloo?—No, there is not.

3404. And you seriously think that that which I have described would not be a good route to your chief market, namely, from Axminster up that line to Frome, and so by Chippenham to London?—The other would be better.

3405. Six miles nearer, you say?—Ten miles.

3406. Is it the speed, or the distance, or the time, or the expense, or what?—I believe it is further from Paddington into the city.

3407. Than from Vauxhall?—Yes; is it not?

3408. Do not ask me; you come here to give information to these five gentlemen; do you know?—I know that the charge is not so much for cartage into the city.

3409. From where?—From the South-Western station.

3410. From which South-Western station; from Vauxhall?—Where the goods are delivered.

3411. Can you tell me what the price is; you say you know; what is the price of cartage from Vauxhall to the city?—I agree with the carrier ——

3412. Do you know what the price is?—No.

3413. Then how can you tell whether it is more or less?—Because I have understood that it is. I agree with carriers in the country to deliver any goods free in London, so that it does not concern me what cartage they pay. I agree with them to deliver my goods free in London at London-bridge, at the warehouse near London-bridge.

3414. Then you have done with the cartage even from Paddington; you do not pay it?—I do not; I agree with them to deliver the goods; I have nothing to do with the cartage.

3415. Do you know anything about comparative distances; would you be surprised to find that the distance is 174 miles by one line and 171 by the other?—I cannot say.

3416. Who gave you the distances?—I inquired at the office the distances.

3417. What office?—At the office of the South-Western; Mr. Daw.

3418. Then, I am happy to inform you that the difference is only difference between 174 and 171; perhaps your objection would be less; so much for your chief market, where the greater part of your butter goes. As touching Bristol, is Bristol a pretty good market for your butter, as far as it goes, even now, without a railway?—In some portions of the year it is.

3419. Is the price of butter in this very month of June, do you know, higher in the Bristol market than it is in London?—No, it is not.

3420. Can you tell me the price on the 21st June in London; was it something like 90*s.* per cwt.?—Yes.

3421. Will you undertake to say that at Bristol it was not 94*s.* 9*d.*?—I was not making that price.

3422. What was the price at Bristol, according to you?—I was getting 9½*d.* a pound there; that is 88*s.* a cwt.

3423. That was all you got at Bristol at that time?—Yes.

3424. I suppose your Axminster butter is of course the best butter?—No,

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I do not mean to say it is the best, but it is not the worst; it is a very fair quality.

3425. Do you think, that with a good railway communication from Axminster without a break of gauge to Bristol, you would not send some more of your butter to Bristol?—No.

3426. Why not?—What is required there I send there; I have an agent; when the market serves my turn I send it there.

3427. You have talked about railway conveyance?—Yes.

3428. If you had an unbroken gauge from Axminster up to Bristol, and a good railway, do not you think you would send a little more butter to Bristol?—No, I do not think I should send more than I do at present.

3429. You think it would not cheapen the article, so as to enable you to sell at a greater advantage?—I do not think it would.

3430. By the *Committee.*] Is it fresh butter that you deliver in London?—In barrels.

3431. Mr. *Rowe.*] Is it fresh or partly salt?—There is salt with it.

3432. Do you mean to say that if you got a railway with an unbroken gauge all the way from Axminster to Bristol, you would not sell more butter at Bristol than you do now?—I do not think I should.

3433. In that respect a railway would be of no use to you?—When the market serves my turn, I send it to Bristol.

3434. If you could save the cost and the inconvenience of sending by land, would not you send more?—The market might not be any better then.

3435. Then you do not think that the goodness of the market depends upon the facility of conveyance or cheapness, do you?—It does to some extent, of course.

3436. Would that extent influence you in sending more?—It depends entirely upon the prices.

3437. And I suppose the cost of conveyance is an element in the price, is it not?—Yes, it is.

3438. Are you supplying several firms there; dealers called Filley?—I am not serving them.

3439. You have served them, have you not?—I did some years since; I do not now.

3440. Syme's people?—Yes; that is my agent.

3441. Puttey's people?—No.

3442. Have not you served them?—Not for 12 months.

3443. Can you tell me whether you send a ton of butter a year beyond Dorchester, up to Southampton?—I do not send any butter to Southampton at present.

3444. Though you are only the distance of Axminster from Dorchester, as we see upon the map, from the rail; you do send butter to Bristol, you having no rail there?—Yes.

3445. Do you send any to Poole?—No, I do not send any to any coast town at present.

3446. Though you can put your butter upon the rail at Dorchester, you send none; my learned friend is anticipating all this great traffic of yours to the eastward, as he calls it; as I understand it, you do not send now a pound of butter east of Dorchester?—We send to London.

3447. But along that coast which they put to you?—The distance from Axminster to Dorchester is only three or four miles further than it is from Axminster to Taunton, and there is no railway there.

3448. You do send your butter to Bristol?—Yes.

3449. But you do not send any to Poole or to Southampton, although you have a railway from Dorchester?—No.

Re-examined by Mr. *Johnson.*

3450. Though you do not, we hear from the last witness that he does already send in that direction, and you think it will open that trade to you?—Yes.

3451. As you look upon the map there, can you just imagine how you would send your butter from Axminster to Bristol, supposing the Devon and Dorset to be

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be sanctioned by Parliament; you cannot see Bristol, but you know where Bristol is, I dare say?—Yes.

3452. Bristol is considerably above Bridgwater and Highbridge?—Yes.

3453. You are at Axminster?—Yes.

3454. Do you think you would prefer a route beginning westward, as far as Exeter, and so by the main line to Bristol, or would you come here first to Maiden Newton, and then it is impossible for any man to predicate which way they would go but to Yeovil, and then by the Durston Branch, another branch, and then joining the main line, and so up to Bristol; do you think you would adopt either of those modes to Bristol?—No, I should think it would continue to go the same way to Taunton.

3455. But have you any doubt that if you had a line upon the same gauge, from Axminster to the eastward, you would avail yourself of that to London?—No.

3456. And you think it would open a trade to you upon the southern towns eastward of Axminster?—Yes.

3457. As I understand you, when you send your butter you enter into some contract with the carrier for the whole price in one lump?—Yes.

3458. But you have been informed that from Vauxhall, or whatever the terminal goods station is to which your goods go in London, the cost of carriage is less than from Paddington?—Yes.

3459. You yourself know nothing about it, except from information which you have received from those to whom you consign the goods?—No; I agree with the carrier to deliver them at my place at London-bridge.

3460. But, at all events, London-bridge is the particular point to which they are sent?—All my butter is put out at London-bridge.

[The Witness withdrew.

Mr. *John Lamb* was called in, and Examined by Mr. *Johnson*, as follows:

Mr. *J. Lamb.*

3461. I THINK you reside at Bridport, do you not?—I do.

3462. Are you in the employ of those gentlemen whose names were mentioned, Messrs. Penpound, general carriers?—Yes.

3463. Have you the superintendence and management of their goods traffic at Bridport?—Yes.

3464. We are told that the manufacture of sailcloth and twine and nets and thread is carried on largely at Bridport?—Very extensively.

3465. You will understand that my object is eastward, and my learned friend's, I dare say, will be westward; I do not want to shut out any westward portion that goes, for we could accommodate it equally, I dare say; what I want to know is this: does a great portion of those manufactures find its way eastward of Dorchester?—Yes, the best part of it.

3466. You are speaking practically of what the trade of Bridport is?—Yes.

3467. Do you consider that it would be advantageous for heavy goods, such as those, to have an uninterrupted line of railway upon the same gauge tending in the direction of the goods which are seeking their way to the eastward?—A great advantage, in my opinion.

3468. You say the greater proportion goes eastward; tell us some of the towns, or all of them, if they are not too numerous, which are supplied from Bridport with the staple produce of Bridport?—You may begin from Dorchester, Wareham, Poole, Wimborne, Southampton, Portsmouth.

3469. Ringwood?—Yes, occasionally.

3470. Lymington, Christchurch?—Nearly to every station on the line we send occasionally.

3471. Christchurch, Southampton, Portsmouth, the South Coast, and London, and onwards to the various towns in Sussex, Kent, Essex, and Norfolk; is it the fact that they do go to those places?—They do; all those that you have named we send goods to.

3472. Without enumerating the towns, do you send goods from Bridport to towns in Sussex, Kent, Essex, and Norfolk?—I cannot tell exactly the counties, but we send to Kent and Sussex I know, and Norfolk; to Lynn, in Norfolk, we send a great many goods.

3473. I do not know whether you are aware enough of the lines of railway, but are you aware that all the lines upon the south coast, and in Kent and Sussex,

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are upon the narrow gauge, and communicating one with the other?—I am aware of that.

3474. And in Norfolk and Essex also?—Yes.

3475. Can you tell me at all, in tonnage, what quantity of goods go to the Dorchester station already to be transmitted through London?—To London and beyond, it averages about 800 tons a year by our wagons.

3476. That is plus what you have mentioned as going coastward?—That is independently of those.

3477. Are there goods also finding their way from the eastward and from London to Bridport, where, of course, the same observation would apply as to an unbroken communication; can you tell me at all, in tonnage, what goods find their way to Bridport from the eastward and from London?—About 500 tons we bring down.

3478. Do you receive goods also from the coast eastward independently of London, short of London?—Yes, we do; that is miscellaneous goods from what we call the short stations.

3479. I am talking now of imported goods to Bridport; from London you said about 500 tons?—Yes.

3480. From intermediate places upon the coast and elsewhere, independently of the London trade, what tonnage is there?—I cannot exactly answer that question.

3481. You cannot distinguish the one from the other?—No.

3482. Do you mean to say that 500 tons of import are the total annual amount into Bridport?—From London and other places; four-fifths you may say come from London, the others are miscellaneous goods.

3483. Do you conceive that if you had an unbroken line of railway from Bridport, the trade, both import and export, would be materially increased?—I certainly think it would.

3484. I do not know with regard to the particular staple of Bridport, whether the convenience of station is an element also of consideration?—I should think it would be; the nearer the town, the better it would be for the town.

3485. Do you think access to the river, for instance, is any advantage for heavy goods, such as those which you have mentioned?—Do you mean a railway to our harbour?

3486. No; that might be one consideration also; I suppose you are now upon the question of the drop line, instead of the line through Bridport; is that what you mean?—No.

3487. I am asking you as to London stations, whether for the particular staple produce of Bridport, it is any accommodation to have stations abutting upon the river, and going nearer to the city of London, in preference to Paddington?—Waterloo is decidedly the best for our trade; Nine Elms, at least.

3488. Setting apart also, for the moment, the question of trade altogether, as an inhabitant of Bridport what would be your wish with regard to railway accommodation there; would you like a line first of all coming through Bridport, in preference to being put upon a branch?—I think a direct line would answer the purpose best.

3489. And also do you consider that it would be an accommodation to the good people of Bridport, and to yourself likewise, if you were put upon a direct line (I mean with regard to the passenger traffic now) upon a continuous gauge?—The majority of the inhabitants of Bridport, I think, concur in my ideas, that a direct line would be the best.

3490. An unbroken line?—An uninterrupted and unbroken line.

Cross-examined by Mr. *Denison.*

3491. You did not answer my learned friend how much of your goods goes coastward towards the east; you say one-fifth of what you get from the east comes coastward, and four-fifths from London?—What do you mean? What I mean to convey is this: that four-fifths go to London, the remaining fifth to what we call the short stations; the different stations.

3492. That applies then both to what you send to the eastward and what you get from the eastward?—Yes; the majority goes to London, and the majority comes from London.

3493. Four-fifths

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3493. Four-fifths in each case are to and from London?—Somewhere thereabouts.

3494. My learned friend put to you a question about the heavy manufactures of Bridport; what are the heavy manufactures?—Sail-cloths, nets, twines, and shoe-thread.

3495. What you want at Bridport is a through line?—A through line.

3496. You think that the line ought to run by the coast, I suppose?—We consider that a line direct, without break of gauge, would be far best.

3497. You want a through line?—Yes.

3498. That must be a line running close by the coast, must it not, as Bridport is on the sea?—Yes.

3499. Then what you mean is, that the line ought to go by Bridport, Lyme Regis, and so on by the coast?—I am talking about the up-trade, not Lyme Regis.

3500. Then we will leave out Lyme Regis; but I suppose that at Lyme Regis they would be of the same opinion as you are?—Very likely they would.

3501. Then if they are, the only way to accommodate their views would be to give them a line on the coast, would it not?—Yes.

3502. Then there I am afraid you differ from Lord Malmesbury, and, as we understand, from the late Duke of Wellington; is that so?—I cannot say; I have not heard their evidence; I bow with submission to them.

Re-examined by Mr. *Johnson.*

3503. How far is the northern part of the town of Bridport from Bridport harbour?—About a mile and a half.

3504. No line was ever contemplated, I believe, to go through Lyme?—I do not know; there was a line made to come to Bridport at one time, before I got there.

3505. And that line went on to Dorchester, did it not?—That was the Maiden Newton one, which was originally intended and abandoned, I believe, or the time expired; I only speak from my own knowledge of things for the last four years that I have resided in Bridport.

[The Witness withdrew.

Mr. *Charles Stone* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. *C. Stone.*

3506. YOU live at Bridport, I believe?—I do.

3507. Are you employed by Messrs. Prockard & Co., who are general carriers?—I am.

3508. Have you the general superintendence of their goods traffic?—I have.

3509. They also are engaged, I believe, in sending goods, and I dare say both east and west from Bridport?—They are.

3510. Can you speak to the proportion of goods that go to the eastward, in the trade that you carry on, and to London?—About 700 tons per annum.

3511. By the *Committee.*] To London?—To London and beyond.

3512. Mr. *Johnson.*] When you speak of London, do you also send goods which find their way to the eastern coast, such as Essex, and also Norfolk?—We do.

3513. Then when you speak of London, you include such goods as go through London?—Yes, I do, beyond.

3514. I do not suppose you can distinguish between the goods which find their market actually in London, and those that go for supply to the east of London?—We cannot, because they go to factors, and they are forwarded by them.

3515. But you know that a considerable proportion goes through London?—They do.

3516. You are speaking, I suppose, principally of the staple of Bridport?—Canvas, twine, and so on.

3517. Do you also convey other goods besides those?—Butter and meat.

3518. Do those also go to London, the greater portion?—The greater portion of them.

3519. And along the east coast?—Very little for the coast; chiefly for the London markets.

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3520. Are you also of opinion that if the line were extended upon the same gauge from Dorchester, it would increase your trade largely and open a new trade with towns lying on the south coast?—I should say so.

3521. Do you concur generally in the opinion expressed by the last witness with respect to the greater accommodation which the metropolitan stations of the South-Western would afford you in your trade?—In preference to that at Paddington.

3522. You would like to come to London-bridge, I dare say, if you could get upon the Brighton line?—We should.

3523. Nine Elms, I believe, is the goods station, and you would like that in preference to Paddington?—In preference to Paddington.

3524. I do not know whether there was any requisition at all from Bridport, in favour of the Devon and Dorset line; was there?—I am not aware.

[The Witness withdrew.

Mr. *Herbert Hounsell* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. H. Hounsell.

3525. ARE you also an importer and merchant, living at Bridport?—Yes.

3526. You are a manufacturer of these articles are you?—I am.

3527. Will you tell me where the traffic from your manufactory goes, principally?—Principally to the east, London, and further; the eastern side of London.

3528. Do you send, for instance, to Brighton, Worthing, Hastings, Dover, Deal, and Folkestone?—Each town you have mentioned.

3529. Ramsgate and Margate?—Exactly.

Cross-examined by Mr. Serjeant *Kinglake*.

3530. How many days have you been in London?—I came up on Monday evening.

[The Witness withdrew.

Mr. *John Bishop* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. J. Bishop.

3531. I BELIEVE you live at Dorchester?—I do.

3532. Are you a wholesale and retail dealer there in groceries and spirits?—I am.

3533. Are you in the habit of supplying the goods in which you deal to other districts?—I am in the habit of visiting the district lying between Dorchester and Bridport, for purposes of commerce; for trade purposes.

3534. Have you considered the proposal of the Devon and Dorset line of railway being upon the broad gauge?—I have.

3535. Do you consider that that is the best means of railway accommodation which could be afforded for Dorset, and for the interests of Dorchester?—I think an extension of the present line from Southampton to Dorchester would be better for the interests of the trade of that town, and be preferable to the proposed scheme from Maiden Newton to the west.

3536. Will you be good enough to give your reasons to the Committee?—In the line from Maiden Newton, in the first place, there would be a break of gauge at Maiden Newton; a change of line rather at Maiden Newton.

3537. Practically you think it would involve a change of carriage?—A change of carriage there, and again at the drop line into Bridport.

3538. It is not very likely that the Great Western or the broad gauge interest, for it is a combined interest now, would start trains from Weymouth or Dorchester to Bridport, is it?—I think so far as the goods are concerned there would be a shifting of the goods from one truck into another at Maiden Newton, and perhaps it might be so at the other place.

3539. Can you tell me what the feeling of Dorchester is, whether it accords with yours, that the better system for your country would be an extension of the narrow gauge line on, not merely with reference to the route; you say you think there ought to be an immediate connexion as between Dorchester and Bridport; but with a view to my present question, without reference immediately to the route, you want an extension of the narrow gauge, as I understand you?—Decidedly so; that is my opinion, and, so far as I have had an opportunity of ascertaining

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ascertaining the opinion of the Dorchester people, I believe it to be their opinion.

3540. Dorchester, we are told, is the county town of Dorsetshire?—It is.

3541. Do you consider it important that the other towns of the same county should be put as directly as possible by a railway system in connexion with the county town; Bridport, for instance, you have already spoken of?—Yes; it would be preferable to connect it with the present narrow gauge line.

3542. Where is the exact division of the county; Axminster, I think, is in Devonshire?—It is; you mean where Devonshire is separated from Dorsetshire?

3543. Yes; where is the division of the county; Lyme, we know, is in Dorset?—Lyme is in Dorsetshire; I think the division is at a small inn between Hunter's Lodge and Charmouth; I cannot, at this moment, remember the name of the inn; it is about two miles west of Charmouth.

3544. You say you have a good deal of communication with Bridport; as far as your knowledge has gone, and the communication which you have had with persons there, do they also prefer a direct line upon a continuous and unbroken gauge?—I have spoken to some persons of Bridport on that subject, and they do prefer it; those that I have spoken to.

Cross-examined by Mr. Serjeant *Kinglake.*

3545. Are the gentlemen that you have spoken to the gentlemen who have been in this room lately?—No.

3546. As you are at Dorchester, fancy yourself at home there; will you tell me what your reasons are for objecting to this broad gauge line to Exeter?—I am speaking more particularly of the connexion between Dorchester and Bridport.

3547. How many times in the year may you go to Bridport?—I should think I go about 12 to 16 times.

3548. Is it that you will not be able to get to Bridport so well?—We should, as I apprehend, get to Bridport with greater facility on an unbroken line of rail, and going through this valley, than by going round by the other line, and having two changes on the road.

3549. You would want a line to go straight down, as I understand, to Bridport?—I should prefer it, and I think it would be best for the public interests.

3550. You know the country, I believe, pretty well?—I do.

3551. It is a kind of break-neck place, up and down?—Which part do you mean?

3552. Bridport?—The line as now projected by the South-Western Company——

3553. As it was, you should say?—The line as it was, or is now projected by the South-Western Company, goes through a valley, a rich and highly cultivated valley, with very little hill in it. There is one line of hills, but I understand, with that exception, it is a tolerably level country.

3554. As I understand, your main object is that you want, for your own purposes, a direct line to Bridport?—No; not exactly that.

3555. What is it?—It would be better for my own purposes, and I think it would increase the traffic and the general communication between the two towns.

3556. Between Bridport and Dorchester?—Between Bridport and Dorchester.

3557. Is that your main reason?—That is one of the main reasons. There is another reason, that the population living between Bridport and the valley to the south of the present turnpike road between Bridport and Dorchester, are principally small farmers, dairy farmers, and they send their produce to London; a produce consisting mostly of dairy produce, calves, pigs, and other things.

3558. You want a railway nearer them; is that it?—And they tell me it would be preferable for that traffic to have a direct communication from that district to London.

3559. What do you want; to pick it up at the farms then?—No.

3560. Do you want a railway running to every man's door?—By no means; I do not wish to convey an impression of that kind.

[The Witness withdrew.

Mr. *George Stone* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. *G. Stone.*

3561. I BELIEVE you live at Dorchester, do you not?—I do.

3562. Are you in the employ of Messrs. Crocker and Co., general carriers?—I am.

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3563. Have you the management of their goods traffic?—I have.

3564. And I believe you attend to the transmission of the goods at Dorchester?—Yes.

3565. Will you tell us, as shortly as you can, what those goods are, and in which direction they are sent; what is the average quantity of goods sent by Messrs. Crocker's wagons?—About 800 tons per annum.

3566. Do those goods that are forwarded by rail go to Poole?—Yes, some of them.

3567. Wareham?—Yes.

3568. Wimborne?—Yes.

3569. Ringwood?—Yes.

3570. Lymington?—Yes.

3571. Christchurch?—Yes.

3572. Southampton?—Yes.

3573. Portsmouth?—Yes.

3574. And, I believe, a great portion of them to London and through London?—Yes.

3575. Is that the general set of the traffic?—It is.

3576. Is it the sole set of the traffic that you have to deal with?—With the exception of the goods sent to the London markets.

3577. You have spoken of London and through London, but I suppose you collect goods to go to any district; or is that the particular trade to which you attend, sending them in that direction?—In that direction.

3578. As general carriers, have you any north and south connexion at all?—North.

3579. Where have you any connexion with the north?—Norfolk, Yarmouth, and Lynn.

3580. That I should call east; as a general carrier, and acting on behalf of your employers, the Messrs. Crocker, have you any vans or goods traffic at all with the north, as for instance, with Crewkerne, Yeovil, Glastonbury, or any of those places?—It is brought to Yeovil; nothing beyond Yeovil; from Yeovil to the Dorchester station; nothing to Bristol.

3581. Then there is no north and south connexion, as I understand you, at all?—No.

3582. Goods are brought from the neighbourhood of Crewkerne, and in that direction, but they go eastward?—They go eastward.

3583. Do you think that the construction of the Devon and Dorset line of railway, the line proposed before this Committee, would at all facilitate the transmission of those goods, this yellow line, upon the broad gauge?—I think that the extension from Dorchester through Bridport would be the best line.

3584. You think the extension should be on the same gauge as the present Southampton and Dorchester line?—Yes.

3585. And pursuing the route not of the Maiden Newton line, but following the more direct line; is that so?—Yes, for Bridport.

3586. I do not know whether you, as engaged in the carrying trade, can also explain the inconvenience, and loss, and delay, which result from a broken gauge in the transmission of goods?—We should suffer great inconvenience from the break of gauge at Dorchester.

3587. Is that, to your knowledge, practically, from any experience which you have had, or from a consideration of what must naturally follow from a break of gauge?—That is my impression; I cannot speak practically.

Cross-examined by Mr. *Denison.*

3588. Your impression is, I understand, that you will suffer very much if there is a break of gauge at Dorchester?—Yes.

3589. Why?—From the loss of time in shifting goods from one truck to another.

3590. How will that affect you in your particular business?—It would affect us in this way, that the goods would have to be shifted at Dorchester, the goods short of London, at Southampton, and Poole.

3591. What have you to do with that?—We have goods going there.

3592. At present you conduct goods by road?—By the road.

3593. And you send them to London, and places on the east?—Yes.

3594. Perhaps

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3594. Perhaps you do not join in the complaint of the company having been so long in making that Yeovil and Dorchester line?—I do not enter into that.

3595. You do not complain of that, I should think; when the Yeovil and Dorchester line is made, do you think it will at all interfere with your business as sending goods by road from Yeovil to Dorchester?—It might in that district.

3596. I am afraid it will a little, will not it?—I should say so.

3597. Now, we will go to Bridport; when they have got a railway, bad or good, to Bridport and Dorchester, will your wagons travel much, do you think, along that road?—No; undoubtedly not to Bridport.

3598. Then I am afraid that both railways will rather spoil your trade?—It will not improve it.

3599. In fact, the longer you can keep a railway out the better for your trade?—It would appear so.

3600. You are probably an advocate for delay in this matter, like some of the other people that we have seen here?—We might.

3601. You, speaking also for the Bridport people, seem to consider that a coast line would be the thing if there is to be a railway?—If I am to answer for the Bridport people, I should say, yes.

3602. It is the coast line that they ought to have, is it not?—Yes.

Re-examined by Mr. *Johnson*.

3603. The question is this: supposing one or other line must be made, which do you consider would be best, and would suit the traffic of the district best?—A continuous line from Dorchester to Bridport without a break of gauge.

[The Witness withdrew.

Mr. *Robert Doman* was called in; and Examined by Mr. *Johnson*, as follows:

Mr. *R. Doman.*

3604. YOU live at a place called Wool, I believe?—Yes.

3605. Near Wareham?—Yes.

3606. You are a corn-factor and artificial manure merchant there?—Yes.

3607. I believe you deal largely in barley also?—Yes.

3608. Is the Dorsetshire country famous for the growth of barley?—It is.

3609. Is much of it sent into Devonshire?—A great deal is sent into Devonshire.

3610. I believe the characteristic of Devonshire is, that it is not very favourable for the growth of barley?—It is more calculated for wheat.

3611. With respect to malting purposes; they do not drink so much beer in Devonshire, we know, as we do in these countries; but I suppose they require some barley for malting?—A large quantity.

3612. That, I understand you to say, is sent to Devonshire in considerable quantities?—Yes.

3613. In your judgment, if a line of railway upon the same gauge were sanctioned to the westward of Dorchester, would that barley find its way into Devonshire by that means?—It would find its way to Exeter.

3614. Which do you think would be the more convenient mode of transmission for it; by a continuous line upon the same gauge, extending west from Dorchester, or making a break of gauge at that point?—A continuous line, most certainly.

3615. You say that a large quantity is already sent; I do not know whether you can give the Committee, in tonnage, or in any other mode of measurement, what quantity of barley is sent from Dorsetshire into the west?—Do you mean the whole of the west, or only to Exeter?

3616. To Exeter, if you please?—To Exeter I send myself several cargoes in the year; sometimes five or six or seven cargoes, sometimes not so many.

3617. I suppose there are others in the trade likewise?—Certainly.

3618. The quantity which you yourself send would be some index of what others send also?—Certainly.

3619. Is there any trade short of Exeter in barley?—There is.

3620. To Axminster?—Not in large quantities.

3621. But still you do supply some quantities between Dorchester and Exeter?—Yes, certainly; I also ship at Axmouth, Lyme Regis, and all up the coast; every port in the county I ship at, and I send both east and west.

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3622. Do you send it from Dorsetshire coastward for export?—I do from Axmouth and Lyme Regis; I chiefly send by the southern coast to Portsmouth and up that line.

3623. Do you think that if you had the means of communication, upon an unbroken gauge, the quantity which you send would be increased?—Very much indeed.

3624. The growth of barley in Dorsetshire is very much larger than is required for the consumption in the neighbourhood?—Certainly; I ship myself from 15,000 to 20,000 quarters a year; I have done so.

3625. Do you think you would double or quadruple that, or would you make it fivefold, or what?—I am not prepared to say that; but we should send a much greater proportion to Portsmouth, Arundel, and Brighton by railway if we had that continuous line open from Dorchester to Bridport; I ship something like 3,000 quarters a year from Bridport to these places.

3626. Do you send a quantity to the west, that is to say, to Exeter, which would follow the continuous route by railway, if you had railway accommodation afforded you?—Certainly.

3627. Is there any demand for the commodity in which you deal north and south, or is the demand east and west?—It is chiefly east and west; I used occasionally to ship a little barley to Bristol, but of late years I have shipped none there, or scarcely any, but to Portsmouth and Brighton there is a great quantity; we send out of the county of Dorset not less than 30,000 quarters of barley a year to the southern coast and to Exeter and Plymouth. When I say "we," individually I do not send 30,000, but myself and two or three friends who are other shippers.

3628. Do you consider that for the convenient transmission of those goods it must be without any break of gauge at Dorchester?—Certainly; and for this reason, that it is a most awkward thing to have two companies; I have experienced the thing myself, that if any damage occurs to goods we do not know which company to call on, and it is the greatest nuisance possible; indeed, rather than send goods in a general way over two parties, I would rather myself not send them at all. I would ship them or do anything rather than entrust them to two railway companies if I could avoid it.

3629. That you have ascertained from experience?—Yes.

3630. Apart from the question of who is responsible for damage, does it lead to damage, having a break of gauge?—Yes, I have no doubt of it.

3631. You say you have been in the habit of exporting large quantities; does barley maintain a better quality if it is sent by land, by railway for instance, in preference to exportation by sea?—Certainly; but it is, generally speaking, more a question of price than anything else; I get now the carriage so low by the South-Western Company, that I send several thousand quarters a year to London, having only to pay 11 *s.* 8 *d.* for 138 miles.

3632. You say you pay 11 *s.* 8 *d.* per ton for barley to London?—Yes.

3633. Where from; where is it shipped, if I may use the expression?—I put it on it at Dorchester.

3634. Is the 11 *s.* 8 *d.* a ton the total charge, or does it not include the delivery?—It does not include the delivery, but my friends in London fetch it from the railway station; the railway company have nothing more to do with it than to take it to the station, and then the brewers on this side fetch it.

3635. You put it on yourself, at Dorchester?—Yes, the farmers do; a penny a mile per ton, I believe the charge is (I am not speaking to a penny), and also for manures.

3636. Have you any difficulty, looking to the South-Western tariff, as to what you have to pay?—Not the least in the world.

3637. There is not that complication or embranglement which seems to surround the Bristol and Exeter; I do not know whether you have sent by that company?—I have occasionally; I have no wish to send again by it.

3638. To pass for a moment from the barley; are there also a great number of calves that are sent out of Dorsetshire?—There are.

3639. Where do those go?—They chiefly go into Devonshire.

3640. Are you an owner of such things?—I farm large land myself.

3641. I believe the transfer of live stock from one gauge to another is not a very convenient matter?—No, it is very inconvenient.

3642. Do you think it would act obstructively to the carrying on of such a traffic?—I have no doubt of it.

3643. Supposing you had a continuous line, do you think that live stock, calves, would be sent by railway?—Yes; they are sent to Devonshire till they are two or three years old, and then they are sent back to our more arable country as oxen, where they are sold and worked by the farmers; they are sent in large quantities.

3644. Do you mean that they are born in Dorset and sent into Devon, and brought back again?—Yes, as a rule: it has always been so.

3645. You would send them by railway if you had a continuous gauge, as calves, and you would get them back again by railway, as oxen?—They would not be put on at Dorchester as calves, because a great deal of the land is below Dorchester, in the neighbourhood of Axminster and all that district; but when they were reared sufficiently to work, they would come beyond Dorchester, and go all up the eastern coast; a great quantity goes into Sussex and all that part.

3646. Can you tell me anything with regard to fish; is there a quantity of fish caught upon that coast?—There is a great quantity in the summer season, of mackerel.

3647. Where are they principally caught?—They are caught in the neighbourhood of Abbotsbury, on the Abbotsbury coast, and sent to London; Abbotsbury is between Dorchester and Bridport.

3648. I suppose Bridport would be the port where they would be brought?—No, they are now brought to Dorchester, but it would be a great convenience to them to get a station about Winterborne, or some part of the county, so as not to have so much land carriage.

3649. They suffer by land carriage, and I suppose they would suffer from a break of a gauge?—It no doubt would be a nuisance.

3650. Are they caught in sufficient quantities to make it an important article of trade?—I am not positive, but I think they told me that they have taken as much as 100*l.* a week at the Dorchester station for carriage to London.

3651. They come generally, when they come at all, in large shoals?—Very large shoals.

3652. Do you know that there would be a facility of getting them upon a line, supposing it were brought nearer the coast?—Most decidedly.

3653. Where are they sent?—Chiefly to London.

3654. Do you think that this line, if carried out, as marked yellow in that map, would afford any accommodation to that trade?—Not the least; they would still be compelled to bring them to Dorchester as now, or take them across to Maiden Newton, which I think is about the same distance.

3655. Is there any demand, do you know, for cider in the country eastward of Dorchester?—Yes, certainly.

3656. Cider comes from the west, I suppose?—It comes from Devonshire.

3657. Is there a very large quantity of it brought into the country for consumption, for those who like it?—I would not say a very large quantity, but some considerable quantity.

3658. Is it a valuable commodity in price?—Yes, certainly.

3659. Thirty shillings to 5*l.*?—Yes, 3*l.* to 4*l.*, or 5*l.* a hogshead the best cider is now.

3660. Where is it that it is taken for consumption?—It is taken all up the coast, and also, perhaps, all the way to London; a small quantity might find its way, but not a great quantity, I should think, by rail.

3661. It is in considerable demand to the eastward of Dorchester?—Certainly.

3662. And it comes out of the country west of Dorchester?—Yes; and when the make is great, the farmers use it there instead of ale and beer for their men; and then it is an article of great consumption.

3663. Do you confirm the testimony of other gentlemen who have been examined as to the manufactures of Bridport, and the direction in which those manufactures go for sale?—Certainly; they must go to the ship ports chiefly, and the south coast, and all round.

3664. Do you concur in opinion with them, that it would be much more advantageous, not only for the parts of which you have spoken, but for Bridport and the other places upon the line, if the narrow gauge were continued on one continuous line from Dorchester?—I have no doubt of it.

Cross-examined by Mr. Serjeant *Kinglake*.

3665. If I understand you, you come to speak of cider, mackerel, calves, and barley; those are the four principal matters?—Yes.

3666. Let me understand as to these calves?—And oxen.

3667. Do you send these calves into Devonshire to be educated there, or what?—To be reared.

3668. Two years?—Two to three years.

3669. How many may you have sent there?—Directly, I have never sent any there myself, but my dairymen have been in the habit of sending ever since I remember.

3670. How many have they ever sent?—I venture to say some hundreds a week.

3671. Your dairymen, I mean?—Not perhaps over 20 a year, our dairymen would not.

3672. About the barley; you import barley to Bridport, do you?—I export it.

3673. You export it from Bridport?—Yes.

3674. You live at Wool, near Wareham?—Yes, and attend Dorchester market.

3675. That is not a barley country, is it?—Quite that.

3676. Is the barley you speak of grown there?—It is grown in the neighbourhood of Dorchester and Bridport.

3677. I am speaking of your country, Wool?—A good deal is grown in the neighbourhood of Wool.

3678. The barley country is round Dorchester and Bridport, is it not?—It is not so good barley as at Wool.

3679. That is the chief part where it is grown, is it not?—Not a large quantity at Bridport; the larger quantity is in the neighbourhood of Dorchester.

3680. If this yellow line is made, you say you want to send it to Exeter and to Plymouth?—I should not send it by rail to Plymouth.

3681. Do you want to send it to Exeter and Plymouth?—I should.

3682. Look at Dorchester and that red line, an unbroken broad gauge all the way to Exeter, what is your objection to sending barley by that line?—A great portion of the barley I should have to put on at Dorchester, and Wool, and Wareham.

3683. I am speaking of Dorchester; I am not speaking of you at Wool, I am speaking of the public. If Dorchester is the place where the barley is grown, why cannot people who are interested as sending barley to Exeter avail themselves of that good mode of sending it by that yellow line?—It would not be so direct as the other line, and for my own part, and indeed all the barley buyers put on a great portion of that barley upon the Dorchester line to go upon the same gauge all the way through.

3684. Do you send barley to Plymouth?—Yes, a large quantity goes to Plymouth.

3685. Would not it go also from the Dorchester district?—It would not be sent by rail to Plymouth at all.

3686. I ask you whether it would not be grown in the Dorchester district?—Certainly.

3687. I will suppose a narrow gauge railway from Dorchester to Exeter, with a break of gauge at Exeter, what becomes of your barley then?—I have before said, and I repeat it, that we should send over neither line barley to Plymouth from Dorchester, in consequence of our low rate of freight to Plymouth, which is much less than to Exeter, though the distance is much greater; we should still prefer sending the barley by water to Plymouth, as we do now. I should send a great quantity to Exeter, because Exeter is an expensive port.

3688. But more to Plymouth?—Certainly not; we can get freights at 30 per cent. less, even to the Land's End, than we can to Exeter, though the distance is three times as much.

Re-examined by Mr. *Johnson*.

3689. A break of gauge at Exeter for the barley traffic would not matter?—Certainly not.

3690. You grow barley largely?—Yes.

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3691. Have you any land to the west of Dorchester?—I have a farm to the west of Dorchester for myself, that I keep on for my mother, in the neighbourhood of Bridport.

3692. Where do you reside?—At Wool, 10 miles on the Southampton and Dorchester Railway.

3693. Is the Wool district of which you have spoken that in which the barley is principally produced?—Much more than in Bridport, and that district.

[The Witness withdrew.

Mr. *Leonard Snow Green* was called in; and Examined by Mr. *Calvert*, as follows:

Mr. *L. S. Gree*

3694. YOU live at Wareham, in Dorsetshire?—Yes.

3695. Are you an auctioneer and corn-factor?—Yes.

3696. Have you been in those trades for many years?—About 35 years

3697. Have you been in the habit of buying and selling large quantities of grain, and other things?—Very large quantities.

3698. Where is Wareham?—Between Dorchester and Poole.

3699. Do you carry on a considerable trade along the south coast?—Yes.

3700. Extending from Dorchester to Brighton?—Yes, and Lewes.

3701. Used you to carry on a considerable trade to Exeter?—Yes.

3702. Has the difficulty of transit from Dorchester to Exeter impeded the trade to Exeter?—Certainly.

3703. Where do you chiefly purchase your grain?—At Dorchester and Wareham.

3704. If you could get an unbroken communication to Exeter, should you send what you purchase to Exeter?—Not the whole of what I purchase.

3705. Some of it?—Some quantity; and independently of that, it would be the means of opening a trade in the seed line, in which I am also concerned, and various other things.

3706. You are in the seed trade extensively, are you not?—I am.

3707. You are in the habit of selling considerable agricultural stock, are you not?—I am; I have sold some of the best stocks.

3708. Have you a connexion with dealers in the West of England?—Yes.

3709. I mean in Devonshire rather?—Yes.

3710. I believe the Devonshire cattle are driven to Dorchester, are they not?—A great many of them are.

3711. And then they go to Southampton by railway conveyance?—From Dorchester to Southampton? a very great deal of stock is sent to the Isle of Wight from Southampton.

3712. Supposing there were a railway from Exeter to Southampton, with no break of gauge, would many of those cattle come on at Exeter, and downwards between Exeter and Dorchester?—Certainly.

3713. That trade, you say, goes to Southampton, the Isle of Wight, Portsmouth, Chichester, and even to London?—Yes.

3714. Does it go to places in Surrey, Kent, and Sussex?—Yes.

3715. Supposing there is a break of gauge, does it prevent that sort of traffic being carried on?—Yes.

3716. Is it not a very great inconvenience, with regard to cattle particularly?—I have been in correspondence with several persons in the cattle trade, who purchase in Devonshire, and who send their stock from Dorsetshire to the eastern districts; they tell me that if a continuous line was to be formed from Exeter to Dorchester, they should send their cattle that way, but if they were to be sent on another line where a break of gauge takes place, they would prefer sending their stock as they do now, namely, driving them by road.

3717. In short, they would rather drive them all the way to Dorchester than encounter the inconvenience of a break of gauge?—Yes.

3718. Are sheep sent from the neighbourhood of Bridport?—A great many are sent from the neighbourhood of Axminster and Bridport, for Weyhill and other fairs.

3719. They go to Weyhill, to the eastward?—Yes.

3720. Is the objection of the break of gauge of consequence in respect of sheep as well as of cattle?—Precisely the same as I have stated.

3721. Does that apply to butter, to the calves and pigs?—Yes.

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3722. To merchandise in general, I suppose?—Yes.

3723. What do you pay on the Dorchester line for manures to London; how much per mile per ton?—I think the freight by mileage is 11 *s.* 6 *d.* or 11 *s.* 8 *d.*, from Nine Elms Station to Dorchester.

3724. How much per mile per ton does that make; do you know how many miles there are?—It is 138 miles I think; it is somewhere about a penny per mile per ton.

3725. And for corn and general merchandise, how much is it?—That is 17 *s.* 8 *d.*

3726. A penny halfpenny per mile per ton?—A penny halfpenny per mile.

3727. Are there quantities of mackerel caught on the Abbotsbury coast?—A large quantity of mackerel is caught.

3728. That is on the coast, between Weymouth and Bridport, is it not?—Yes; and the West Bay.

3729. Does that mackerel go eastward?—Yes, nearly the whole.

3730. I presume it would not be a very good thing for fish to be detained by a break of gauge?—Certainly not.

3731. The object is to pack it in the truck, and that the truck so packed shall get to the fishmonger in London?—Certainly, as quickly as possible.

Cross-examined by Mr. Serjeant *Wrangham.*

3732. Is there a great and constant trade in mackerel?—During the season there is a large quantity of mackerel sent from Abbotsbury to Dorchester.

3733. Where is Abbotsbury?—Abbotsbury is between Weymouth and Bridport.

3734. How far from Dorchester is it?—I think it is about nine miles.

3735. They are sent to Dorchester, and sent up by the railway, are they?—They are.

3736. To London?—To various places all round the coast.

3737. There is nothing in this Bill that is to prevent mackerel from being sent to Dorchester, is there?—I do not know that there is, but if a line was formed direct from Exeter to Dorchester ——

3738. To Abbotsbury?—No, not to Abbotsbury, but to a place called Winterborne; if a station was erected there it would be the means of the mackerel being conveyed there.

3739. How far is that from Abbotsbury?—Four miles.

3740. So that it is the difference between four miles and nine?—Yes.

3741. If this line were made mackerel would be carried in large quantities, as you say they are now, to Dorchester, if some other line, of which we know nothing, should come to Winterborne; then they could be carried four miles?—No; it is four miles from Abbotsbury to Winterborne.

3742. Then they would be carried four miles, would not they?—They would be carried four miles by land, and five by rail.

3743. Upon the sheep; you say that sheep go from this neighbourhood; which part do they come from principally to Weyhill fair?—There are a great many sent from Dorchester, and a great many are sent from Devonshire, the lower part of Dorsetshire and Devonshire, below Bridport.

3744. Weyhill is close to Salisbury, is it not?—Not quite; it is 18 miles from Salisbury.

3745. Near Andover?—Near Andover.

3746. Wilton is a fair, is it not?—It is.

3747. That is close to Salisbury?—Three miles from Salisbury.

3748. Are these sheep which you speak of store sheep, not fat sheep?—A great many of them are store sheep; I dare say some of them are fat sheep, but I cannot answer particularly.

3749. Fat sheep do travel by railway; store sheep are apt to walk, I believe; do you know anything about it?—Yes, I do, but not from this district. Store sheep are sent principally by rail, where there is an opportunity of getting to a railway station.

3750. Do you mean unfed sheep?—Yes; thousands of sheep are sent out of Dorsetshire to Weyhill fair by rail.

3751. And how many walk?—I do not know, but the majority go by rail.

3752. Are you sure of that, that the majority of the sheep going from Dorsetshire and Devonshire to Weyhill go by rail?—It is my firm conviction that the majority

majority of the sheep sent from Dorsetshire, where they are within a convenient distance of a railroad, are sent by rail. Mr. L. S. Gree

3753. How do they go; what is the distance by rail from Dorchester to Weyhill?—I do not know exactly; they go to Southampton; it is 80 miles and upwards from Dorchester to Andover Road Station. 23 June 1853

3754. How far is Andover Road Station from Andover or Weyhill?—I think it is about nine miles.

3755. You are aware that if this railway were made, and the Warminster and Salisbury line were made, there would be a railway the whole way to Salisbury without a break of gauge?—Where from?

3756. From this district, Axminster, say to Dorchester.—One continuous line, I should say.

3757. One continuous line without break of gauge?—I think so.

3758. Would not that answer the purpose of the sheep, who would like to travel by railway. I suppose sheep do not object to a broad gauge, do they?—I do not know; I never had any conversation with sheep on that subject.

3759. You are not quite clear that the sheep have not an objection to a broad gauge truck?—I cannot answer that question; certainly not; it is impossible for any man to do that.

3760. You say cattle come out of Devonshire?—Yes.

3761. Devonshire is a largish place; what part of Devonshire are you best acquainted with, as to the cattle?—I am not so well acquainted with the part of Devonshire where cattle are brought as I am with those who purchase them.

3762. You do not know where the cattle come from?—Yes, I do; they come from Devonshire.

3763. As I tell you, Devonshire is a largish place?—Yes.

3764. Do you know what parts of Devonshire they come from?—Those persons that I am acquainted with reside in the neighbourhood of Dorchester.

3765. That is not in Devonshire?—No; I know Devonshire is a little further on to the left. Those persons go into Devonshire and purchase stock; they have it driven from where their purchases are made to Dorchester, because they have no railway.

3766. Then they bring them to Dorchester?—They bring them to Dorchester.

3767. But you do not know in what part of Devonshire it is that they make their purchases?—Below Honiton; Tiverton; at many fairs that I am not acquainted with.

3768. We will take Tiverton. Where are those cattle principally going to; London?—They principally go to the Isle of Wight and round the coast.

3769. Do not they go to London?—Some of them do.

3770. Take fat cattle; are they fat cattle?—Some of them are fat cattle; some store cattle.

3771. Take a fat beast at Tiverton; he wants to go to London without break of gauge; what is the line he would take?—I do not know; that would depend upon the man who purchases him.

3772. How is he to get from Tiverton without a break of gauge. We will accommodate the fat animal completely, and he shall go all the way by railway from Tiverton to London; what gauge would he go by?—He is driven from Tiverton by road to this district.

3773. Because there is no railway, you say?—Because there is no railway westward.

3774. But there is a railway from Tiverton to London, is not there?—It does not possibly answer the person's purpose to send from Tiverton; he lives in this immediate neighbourhood, and he may sell some of his stock in this immediate neighbourhood.

3775. Then he buys the stock and brings them to Dorchester; he sells some of them and puts the rest upon the railway?—Some of them he may sell upon his road, and some are sent on.

3776. And then, at Dorchester, he sells whatever he can and the others he puts upon the rail?—If it answers his purpose, he does.

3777. And, as I understand you, that is the ordinary course of business of these cattle dealers?—I do not know; I cannot say that it is the ordinary course; it is done so occasionally.

3778. I ask you the course of business, and you tell me that he would not send them from Tiverton, that it would not suit him, because he sells some on his way

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to Dorchester, some at Dorchester, and others on the line eastward?—Yes; a he might have a herd of cattle to meet those that he buys at Tiverton between this and Tiverton.

3779. So that it is convenient to him to drive them to his own place at Dorchester, and then, having made such sales as he can in the country, the rest he sends eastward?—I dare say he does.

3780. I suppose cattle are brought from below Exeter, are not they?—I think they are.

3781. They are now driven to Dorchester?—They are driven to Dorchester.

3782. If this line were made, would not they have an opportunity of coming by rail?—From Exeter to Dorchester.

3783. From below Exeter to Dorchester?—I do not know anything about below; I know nothing of beyond Exeter; I have never been by rail beyond Exeter.

3784. You do not know anything about the rails beyond Exeter?—I do not know the rail from Exeter.

3785. So that whether it is broad or narrow gauge you do not know?—I know it is a broad gauge.

3786. If cattle were coming from below Exeter to Dorchester, supposing this line to be made, they could come without a break of gauge to Dorchester?—From Exeter.

3787. And from below Exeter?—I do not know below Exeter; you say it is a broad gauge; I should remind you of my evidence, that the cause of cattle being sent by narrow gauge is in consequence of avoiding a break of gauge.

3788. There being a broad gauge line below Exeter and a broad gauge line above Exeter to Dorchester, would not the cattle in that case come to Dorchester without a break of gauge?—Yes, by the line laid down; but a break of gauge would take place here, which is a highly objectionable thing.

3789. If there was a narrow gauge between Exeter and Dorchester, then cattle coming from below Exeter would have a break of gauge at Exeter, would not they?—Yes.

3790. So that the difference with respect to those cattle would be whether the break was at Exeter or at Dorchester?—Yes.

3791. Dorchester is the place where your friends the cattle dealers live and carry on their business?—In the neighbourhood of Dorchester.

3792. And you tell me that their practice is to collect their cattle at Dorchester, selling them on their way, and selling as many as they can at Dorchester, and sending the rest by the railway?—At stated periods, but not generally; I cannot answer for their trade.

3793. Are you acquainted with the course of their trade?—I am acquainted with those that deal largely in the cattle trade, and I give you the information that I have received from them; I cannot go beyond that.

3794. I am asking you with reference to the course of trade of the large dealers at Dorchester; you have given the answers rather in reference to those, I suppose?—I believe so.

3795. I believe all the cattle from Devonshire come either from what is called North Devon or South Devon, do not they?—I think both places.

Re-examined by Mr. *Calvert*.

3796. First, with regard to the fish; if I understand it rightly, you want to have a line which shall pick up the fish within four miles of the coast, and then take them by an uninterrupted gauge all the way to London?—Yes, and round the coast, Southampton, Portsmouth, Chichester, Brighton, and those places.

3797. You say the sheep travel, the great bulk of them, by railway where they have the opportunity; it avoids sore feet, I suppose, and other things from travelling on the road?—Yes.

3798. And supposing this line were made down the Axminster Valley, do you think that large quantities of the sheep would come to Weyhill fair and other places for the purpose of being sold there?—I have it from those who purchase largely in that district.

3799. Your friends live not in the town of Dorchester?—Not in the town of Dorchester.

3800. But they live all along between Dorchester and Axminster, do not they; there are great farmers all along that country?—There are large farmers there.

3801. Beyond

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3801. Beyond Dorchester?—Yes.

3802. Those large farmers want to collect their cattle, and take them on an uninterrupted gauge from their own farms straight up to Weyhill?—Certainly they do.

3803. If they wanted to go to Dorchester by the broad gauge, you have not calculated how far they would have to ground?—No.

3804. Weyhill is close to Andover, is it not?—It is four mies from Andover.

3805. And how far from Salisbury?—Eighteen miles.

3806. So that, supposing they got to Salisbury by the broad gauge, they would then have an 18-miles trip by the narrow?—Yes.

3807. They would have a break of gauge at Salisbury?—The break of gauge will be at Southampton; they go to Southampton.

3808. I understood you to say that you carried on a good trade with Southampton and Portsmouth?—Yes, a great deal.

3809. If they had the misfortune to get upon the broad gauge, they must have a break of gauge before they get to Portsmouth, must not they?—Certainly.

3810. Do you supply cattle for the contractors at Portsmouth?—No, I am not in that department; I do not sell cattle except by public auction.

3811. Mr. Serjeant *Wrangham.*] You are an auctioneer?—I am.

3812. Mr. *Calvert.*] Is the course this, that the calves are taken from the country round Dorchester down to the country between Honiton and Exeter, that there they grow into bullocks, and come back again along the same country?—I do not know at all; I cannot answer that question; I know that a number of calves are purchased in Devonshire that are sent to the eastward to grass; they become steers, and they are occasionally sent back.

3813. In short, in your judgment, there is a very considerable traffic in the country between Exeter and Dorchester in an easterly direction?—No question about it.

[The Witness withdrew.

Mr. *Joseph Drew* was called in; and Examined by Mr. *Calvert*, as follows:

Mr. *J. Drew.*

3814. I BELIEVE you live at Weymouth?—Yes.

3815. You are a shipowner there, are you not?—Yes.

3816. You have a considerable establishment of shipping; are you a steam-boat proprietor?—Yes.

3817. I believe you also combine with that a considerable manufactory of biscuits?—Yes.

3818. Sold for the shipping, I suppose; I believe you are also a proprietor of the "Southern Times"?—Yes.

3819. Have public meetings been held at Weymouth on the subject of the railways?—Several.

3820. Has that been with a view to remonstrate with the Great Western Company as to their conduct?—Yes.

3821. I believe the town of Weymouth has suffered considerably, has it not, from the plans not having been carried out?—Yes.

3822. Weymouth Harbour, I believe, can be entered at any time?—Yes.

3823. At all times and all seasons, and all winds?—Yes.

3824. Do you wish for a narrow gauge communication with Bridport from Weymouth?—That is the general impression at Weymouth, that it would be much better for the town.

3825. I fancy there are many months in the year during which the coast traffic from Weymouth to Bridport is not very suitable?—There are many months in the year when they find a great difficulty in entering Bridport Harbour.

3826. In respect of the traffic for those months, it would be very important to get an unbroken communication to Bridport?—It would be advantageous if we could land the Bridport goods at Weymouth and send them on by rail.

3827. With reference to the communication between Weymouth and Bridport, should you think it a good thing to have Bridport put upon a drop line instead of being put upon a straight one?—It would be much better to have it on a straight one.

3828. As conducting a journal, I dare say you can tell us what is the feeling of the coast towns around you with regard to the line, whether it should be broad or narrow?—A continuation of the South-Western line they would prefer.

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3829. I presume you can tell us the opinion not only of Weymouth, but of Dorchester, and Axminster, and Lyme Regis, and all those places?—The general feeling is that a continuation of the South-Western line would answer the district best.

3830. Have the Great Western Railway Company done any of the works between Dorchester and Weymouth?—Yes, a certain portion of it is done; they have got something like 100 or 150 men on now.

3831. Since how long have they had 150 men; since this Bill has been before Parliament?—I believe that is about the time; we generally see a stir when there is a Bill before Parliament or an election is coming on.

3832. Perhaps there is as much truth in the prospect on one occasion as on the other?—Just the same, we do not anticipate its being finished.

3833. Have you had business with the Great Western in the way of carriage of articles?—As a general manufacturer of biscuits I have done business between Penzance and Birmingham, the whole of the distance between, at the several towns; it travels over all the different lines.

3834. Were you called upon a few weeks ago by a gentleman with a petition?—Yes.

3835. In favour of the proposed railway called the Devon and Dorset?—Yes.

3836. Do you know where that gentleman came from?—I asked him particularly, and he said he was connected with the Great Western Company.

3837. Did he ask you to sign the petition?—He did.

3838. Did you sign it?—I did.

3839. Did he make any representation to you which induced you to sign it?—I asked him distinctly what had become of the coast line, and he gave me to understand that it was lost, defunct, or gone, or that we should not have it; I gave him to understand that I should be very happy to sign it; that I would rather have that than none.

3840. You have always been the advocate of a coast line, I believe?—Yes.

3841. Have you heard that other persons at Weymouth besides yourself signed the petition upon that footing?—I have been given to understand that several parties signed under the same impression as myself; one in particular told me so on the morning that I left Weymouth, on Monday.

3842. Have you been in the habit of supplying tradesmen at Bridport and other towns to the west of Dorchester with biscuits?—Yes.

3843. Has the difficulty of conveyance rather impeded your trade in that direction?—Very considerably; I should have done a large amount of business if we had had a rail.

3844. You know the plan of the Devon and Dorset line going off at Maiden Newton, and so on, with a drop line to Bridport?—Yes.

3845. You know the proposal of the South-Western to go direct?—Yes.

3846. Would you prefer a direct line from Dorchester through Bridport to Exeter to a line going up to Maiden Newton, and then going off with a drop line to Bridport?—I should prefer going direct.

Cross-examined by Mr. *Forsyth.*

3847. Have you generally found that before a Bill has been brought into Parliament, something like a stir has been made in that district?—Certainly.

3848. Do you mean a stir by the railway company proposing the Bill?—Or by their agents.

3849. They have appeared more active, I suppose, at that time than at other times?—We have generally got a few circulars sent to us to insert in the paper.

3850. Of what nature?—That the line would proceed very shortly.

3851. That those works which had been suspended for a long time would be rapidly prosecuted?—A few people put on, and waggons.

3852. So as to give the appearance of something like business?—Yes.

3853. I believe several meetings had been held in Weymouth in 1846, 1847, and 1848, in reference to railway matters, in that district?—There were several meetings in those years.

3854. Were complaints of the conduct of the Great Western Company expressed at those meetings?—Yes; and I believe they sent down Mr. Brunel and other

other parties. I was out of England at that time, but I believe Mr. Brunel was there; I saw the documents the other day wherein his name was mentioned.

3855. You say they put on at different times a few men. Have you found the works after the time has passed away go on as rapidly as they had been recommenced?—Certainly not.

3856. And you, as I understand, have very little faith in the completion of that Wilts, Somerset, and Weymouth line?—Very little indeed.

3857. Has it been a very great length of time during which those works have been nominally in progress and actually suspended?—Yes.

Cross-examined by Mr. Serjeant *Wrangham*.

3858. You say you would do more business with the towns between Weymouth and Exeter if you had a railway?—Yes.

3859. I suppose, then, you desire to have one?—I should like to have one.

3860. On an unbroken gauge?—That is not of so much importance to me as a manufacturer.

3861. You do not care about an unbroken gauge?—It is desirable, but certainly not of so much importance to me.

3862. But you would rather have one without a break of gauge, I suppose, than with it?—I would rather not have a break of gauge, because biscuits are a very fragile article, and are very susceptible of being broken.

3863. I thought you told my learned friend they were for the sailors?—No.

3864. They are for inland consumption, are they?—Yes.

3865. You would like to have a line direct from Weymouth to Bridport?—Yes.

3866. Along the coast, I suppose, as straight as you could have it?—As straight as I could have it, certainly.

3867. That would keep straight to the coast, I suppose?—Yes.

3868. You say that you send biscuits from Penzance to Birmingham?—Yes.

3869. Have you got a biscuit manufactory at Penzance?—No.

3870. Where is your manufactory?—At Weymouth.

3871. Do you send your biscuits to Penzance?—I am speaking of the extremes; those are the two extremes of the trade.

3872. From Weymouth to Birmingham you would like to have, I suppose, again a continuous railway communication, without break of gauge?—It would matter very little to me if I did not hear complaints from the travellers with reference to the biscuits; it matters not to me which way they go, whether by broad gauge or narrow gauge, so long as they get safely there.

3873. I must have the benefit of your opinion, whether you would rather have a railway communication to Birmingham, to which you look as a place for your biscuits, without a break of gauge than with one?—It would certainly be desirable.

3874. You are aware that there is a broad gauge communication when the line to Frome is finished from Weymouth to Birmingham?—Yes.

3875. We will take the other extremity of your trade; is there any narrow gauge to Penzance?—I do not know.

3876. Do you know that a broad gauge line is in course of construction to Penzance?—No.

3877. That would be an accommodation to you, I suppose; for your biscuits I mean?—A railway communication; it would not matter to me whether it was broad or narrow.

3878. But a railway communication from Weymouth to Penzance for all the biscuits which you would send to Penzance would be an advantage to you?—Certainly.

3879. And without break of gauge, of course?—Certainly.

Re-examined by Mr. *Calvert*.

3880. You would like to have a railway from Weymouth to Bridport direct, I presume?—Yes.

3881. Suppose you could not get one from Weymouth to Bridport direct, you would like to go round-about as little as possible?—Certainly.

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3882. Therefore if you could have one from Weymouth to Dorchester and Exeter, it would suit you?—Yes.

3883. Supposing the company have undertaken to lay down a narrow gauge from Weymouth to Dorchester, and so on to Exeter, that would give it to you without a break of gauge?—Yes.

3884. Supposing the Great Western Company fulfilled their promise to lay down a narrow gauge line from Oxford to Basingstoke, then you could take it conveniently to Birmingham, could you not?—Yes.

3885. But I am afraid you must trust to the fulfilment of their promise for that?—Certainly.

[The Witness withdrew.

[Adjourned to To-morrow, at Half-past Twelve o'clock.

Veneris, 24° die Junii, 1853.

WILLIAM BECKETT, Esq., IN THE CHAIR.

The Honourable *Francis Scott*, M. P.; Examined by Mr. *Hope Scott.*

Hon. *F. Scott*, M.P.

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3886. YOU are Chairman of the London and South-Western Company, are you not?—I am.

3887. When did you become chairman?—Last autumn; I forget the month.

3888. Had you previously been a director?—I had been a director since 1846.

3889. And you became chairman last autumn?—Yes, late in the autumn.

3890. Have you bestowed much attention upon the system of the South-Western Railway?—Undoubtedly.

3891. Have you included in your considerations connected with that system the question of extension westward?—It has been very frequently brought before us; indeed we have paid to it, I may say, unceasing attention.

3892. You were in the direction at the time the Salisbury and Yeovil and the Exeter, Yeovil, and Dorchester, and the Central Cornwall lines were before Parliament, were not you?—I was.

3893. Those were lost in 1846, I believe?—I think it was in 1846 that they were lost.

3894. Mr. *Johnson.*] Those were lost, I believe, in 1846, on the opposition of the Great Western Railway, were not they?—I believe they were so.

3895. By the *Committee.*] What do you mean by the Central Cornwall line?—The Cornwall and Devon Central Railway.

3896. Where did that line run from?—It ran from Exeter through Oakhampton and Launceston through Cornwall.

3897. Mr. *Johnson.*] I believe the two former lines failed on account of certain supposed engineering defects?—I believe that was the ground upon which they were thrown out by Parliament.

3898. In the House of Lords?—Yes.

3899. They passed the House of Commons and were lost in the House of Lords?—Yes.

3900. By the *Committee.*] Did that attach to them all?—No; to the Salisbury and Yeovil, and the Exeter, Yeovil, and Dorchester.

3901. Mr. *Johnson.*] The Devon and Cornwall line was lost upon Standing Orders?—Yes.

3902. Was that upon the opposition of the Great Western Company and their allies?—Yes; upon certain engineering defects, which we thought at that time were exaggerated, but Parliament thought differently, and they threw out the scheme.

3903. The others were thrown out in the House of Lords?—Yes.

3904. The

3904. The Salisbury and Yeovil, on the ground of its mode of passing Sherborne and the Exeter, Yeovil, and Dorchester, or some engineering defect about approaching Exeter?—Yes.

3905. I believe that the enormous expense that those companies had been put to in prosecuting their lines in 1846, rendered it necessary that the South-Western should extend to them further aid in the year 1847?—That was the case.

3906. I believe arrangements were made then by the South-Western Railway Company with the scrip-holders of the Salisbury and Yeovil Company, and the Cornwall and Devon Central Company, and they themselves raised the necessary capital for the revival of those measures?—They did so.

3907. In the year 1847, being so either adopted or assisted by the South-Western Railway Company, those extension schemes were again submitted to Parliament?—They were again revived.

3908. I suppose shorn of those defects, or what the House of Lords had considered defects, in the previous Session?—Undoubtedly they were revived and revised, or rather, being revised, they were revived.

3909. Those were from the terminal points the same lines, from Salisbury to Yeovil, Yeovil to Exeter, and Exeter to Plymouth and Falmouth?—Yes.

3910. For all those measures was there a *bonâ fide* subscription capital by the South-Western Railway Company?—Undoubtedly there was.

3911. I believe in that Session the Great Western brought before Parliament, did not they, their Hungerford and Westbury Extension?—I remember their bringing forward those schemes.

3912. And their Compton and Wilton line?—That was in the same Session of Parliament; they were competing lines, I believe.

3913. The Compton and Wilton line was substantially a Salisbury and Yeovil line, was not it?—Yes.

3914. And the Taunton and Castle Cary line was also brought forward by the Bristol and Exeter?—Yes.

3915. And the Exeter Great Western from Yeovil to Exeter by the Great Western?—Yes, it was; I remember the contest very well.

3916. I believe every subject connected with the railway accommodation of that district underwent the most minute and elaborate discussion upon that occasion; we sat 53 days in committee?—The committee sat 53 days, and of course they discussed all the matters very closely.

3917. Ultimately the Committee of the House of Commons decided in favour of the Salisbury, Yeovil, and Dorchester narrow gauge line, and the Exeter, Yeovil, and Dorchester line?—That was the result.

3918. Below Exeter the narrow gauge Cornwall line was lost upon Standing Orders, in 1847, again, I believe?—It was.

3919. And the broad gauge lines which were sanctioned were the Hungerford to Westbury, and also the Bristol and Exeter line from Taunton to Castle Cary?—It was so.

3920. And the Exeter Great Western was rejected?—It was rejected.

3921. As well as the Compton and Wilton line?—Yes.

3922. Those two competing schemes, giving a new route to Exeter, were sanctioned by this House of Parliament in the year 1847, taking the Great Western from Hungerford to Westbury, and continuing a part of the Wilts, Somerset, and Weymouth, as far as Castle Cary, and from Castle Cary to Taunton, and so down to Exeter?—That was the case.

3923. And the line of the South-Western from Salisbury to Yeovil, and so from Yeovil to Exeter, the direct straight line marked in red lines was sanctioned upon the narrow gauge, and the other line upon the broad gauge, which is marked in blue dots to the northward of it?—Yes.

3924. I believe those 53 days exhausted so long a period of the Session that the Bills got no further than the House of Commons that year, and were suspended?—They were suspended till the following Session.

3925. Did it become necessary, therefore, prior to their proceeding in the following year, to have a fresh subscription contract for the Session of 1848?—That was necessary before going to Parliament again.

3926. I believe, in the meantime, great financial difficulties had arisen, and it became difficult to obtain subscriptions to the subscription contract?—It was a very

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very unfortunate year for any such attempt, owing to the financial state of the country.

3927. I believe, nevertheless, subscriptions were obtained upon somewhat onerous terms for the South-Western Company, upon a guarantee of 7 per cent., upon the first tenth, that is to say, upon the deposit, and 5 per cent. upon the other nine-tenths?—It was 7 per cent. upon the first one-tenth, and 5 per cent. upon the remaining nine-tenths. Those were the best terms which, owing to the state of the country at that time, it was possible to make as regards the subscription contract.

3928. That one-tenth was paid up, I suppose?—Yes.

3929. Upon those terms the Salisbury, Yeovil, and Exeter, and the Yeovil and Dorchester lines, were again brought before Parliament in the Session of 1848?—They were.

3930. The Exeter, Yeovil, and Dorchester continued nominally an independent company in that year, did not it?—Yes, it did.

3931. I believe it was re-produced almost wholly by the South-Western Company?—I do not believe it ever would have been produced at all except for the South-Western Company.

3932. The whole of the line of the Exeter, Yeovil, and Dorchester was under greement to the South-Western Company?—It was; the terms of the lease, I think, were 5½ per cent.

3933. It was called the Exeter, Yeovil, and Dorchester line, I believe, in those days, because the Bridport branch met the broad gauge branch from Dorchester to Bridport?—I think so.

3934. There was in those days a connexion with Dorchester as far as Bridport by means of a line on the broad gauge?—Yes.

3935. A line which had been sanctioned?—Yes, a portion of the Wilts, Somerset, and Weymouth.

3936. I believe the contest against those narrow gauge lines was renewed in 1848 by the Great Western and the broad gauge interest, but, notwithstanding that, they passed the House of Lords; was that so?—I believe, whenever we proposed a line they opposed it, and so it was renewed as we went on.

3937. I believe the financial difficulties continued for some time; and when the Bill was passed there was a clause inserted, that no call should be made for money towards its execution till the 1st of July 1849?—Yes.

3938. The financial period of depression was not over them; I believe for some time it became quite out of the question for the company to call up the capital for the works which were not commenced, but which had been sanctioned by Parliament; and others which had been commenced were obliged to be delayed, and suspended in their examination; were not they?—The state of financial difficulties in which the whole country was involved, made it almost impossible to call up the money at that period, and therefore the money was not called up.

3939. I believe you were obliged, upon other lines which had been sanctioned as early as 1846, to suspend operations?—Undoubtedly we were.

3940. I believe those have been at intervals since resumed, and have been most of them completed, or are now verging towards completion?—Yes; lines not only sanctioned, included in that scheme, but other schemes which were projected and commenced at that period, were suspended, and we have since completed them, knowing that the country required the accommodation. I could instance that line which I see upon the map, running westward from Guildford to Alton, irrespective of the undertaking which is now before the Committee.

3941. The works there were obliged to be suspended for a time, and were ultimately resumed, and that line has been completed, I believe?—Yes.

3942. Is it wholly completed?—Yes; it has been opened for many months.

3943. You have spoken of the independent subscriptions of those who were the original promoters of the Exeter, Yeovil, and Dorchester line; were arrangements made with them, during this time of financial difficulty, to their satisfaction?—Yes.

3944. I believe, upon the return of an agreed proportion of their deposits being made, a transfer of their shares was made to the South-Western Company; was that so?—It was.

3945. That,

3945. That, in fact, was in lieu of fulfilling the agreement for a lease of the line at 5½ per cent.?—Yes; we took it into our own control, instead of leasing it.

3946. With respect to the lines promoted by the company proper from Salisbury to Yeovil, no call has ever been made?—No.

3947. By the *Committee.*] You stated that in 1847, when the struggle between the two gauges was going on, the South-Western Company obtained a line from Salisbury by Yeovil to Exeter?—Yes.

3948. In the year 1848, you have been asked whether a line was brought forward from Exeter to Yeovil, with a branch to Bridport; was the branch a continuation of the same line which you had obtained the previous year?—It was so late in the Session of 1847, that although the lines were favourably entertained and decided on by Parliament in their favour, yet they were suspended till 1848; it became necessary then to obtain a fresh subscription contract. I was asked as to the terms of the contract, which were exceedingly onerous, owing to the financial difficulty at that period.

3949. Did your application in 1848 refer solely to the portion of the district between Yeovil and Exeter?—No, the whole.

3950. Mr. *Johnson.*] A separate subscription contract was required for the legislation of 1848 before the House of Lords, just as it had been in the House of Commons in 1847?—Yes.

3951. I believe the directors of the South-Western Company have never lost sight of making those lines to the westward?—No; we have always had our attention turned to them.

3952. There have been such difficulties in finding funds, and such numerous works undertaken in the year after the passing of those Bills, that the period of limitation arrived without any money being called up for the execution of the works so sanctioned by Parliament in 1847 and 1848?—I think I said, that the financial difficulties of the period were so great that the works were not undertaken.

3953. You say that the subject has never been lost sight of; has the subject of those westerly extensions been constantly under discussion at the meetings of your proprietary, and among yourselves as directors?—Very frequent, both at our Board and also at our general meetings.

3954. When I speak of extensions, I mean both with reference to the coast-line extension from Dorchester to the westward, and also the central extension, sanctioned in 1847–48, from Salisbury *viâ* Yeovil to Exeter?—Yes; the central line was that, as you have justly stated, which was promoted principally by the Board, which was frequently laid, as I have said, before general meetings, and discussed there by the proprietors. Subsequently, two engineers brought forward different schemes; one was to connect Exeter with our line at Dorchester, and the other was to connect it with our line at Salisbury, and so on to Basingstoke; therefore, we have had both schemes frequently presented to our general meetings. We have never lost sight of our extension, nor of occupying the country which Parliament gave to us.

3955. The time limited for the execution of those Exeter lines expired in July 1851, did not it?—I think that was the period.

3956. You say the subject has been frequently mooted since; in November 1851, were there parties who deposited plans and gave notices for a bill to make lines from Salisbury to Yeovil?—Yes.

3957. I believe the directors upon that occasion came to a conditional arrangement with them for finding the capital, did not they?—Yes, a conditional arrangement.

3958. By the *Committee.*] That originated in an independent company, did it?—Yes.

3959. Assisted by the South-Western Company?—They applied to the South-Western Company, and the directors entered into a conditional arrangement with the parties so proposing to prosecute the line.

3960. Was that for the whole distance from Salisbury to Exeter?—Yes, it went through the whole distance.

3961. I believe those were parties acting in co-operation with Mr. Locke, who was formerly the engineer of the South-Western Company?—Mr. Locke was the principal promoter; there were other landowners upon the line who united with Mr. Locke, and submitted propositions to us, which our board entertained.

3962. Mr. Locke is also very much interested now; he represents Honiton,

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and is a considerable landed proprietor in that district?—I have alluded to Mr. Locke as having been our engineer; and after he ceased to be our engineer, as a considerable landowner, and as the representative of Honiton.

3963. Was this proposed arrangement, the conditional arrangement which I am now referring to, which you entered into with those parties, submitted to a special general meeting of your proprietary?—It was.

3964. I think that was in December 1851?—Yes.

3965. A committee of shareholders was appointed to consider it, I believe?—Yes.

3966. There was at the same time a proposal of another independent company, for executing the extension from Dorchester to Exeter?—I think both propositions were submitted to the same committee of shareholders.

3967. By the *Committee.*] That was by a different company?—By different projectors.

3968. Mr. *Johnson.*] They both came to the South-Western Company for aid?—Yes, two rival engineers proposed two rival lines, one to connect our line from Salisbury with Exeter, the other to connect our line from Dorchester with Exeter.

3969. The South-Western Directors were disposed to adopt the central line from Salisbury to Exeter, and entered into a conditional arrangement with those parties?—That was the prevailing opinion.

3970. The whole matter, including the line from Dorchester to Exeter, was submitted to a committee of the shareholders of the South-Western Company?—The two propositions were submitted to the same committee of independent shareholders.

3971. By the *Committee.*] What was the result of that application?—The committee of shareholders came to a report in favour of the Dorchester Extension, in favour of that line which had received less favour from the Board of Directors.

3972. How did your company treat the two separate applications?—They treated the Dorchester and Exeter scheme favourably, according to certain terms which were proposed.

3973. What did they say to the other scheme?—They were unfavourable to the central scheme.

3974. Mr. *Johnson.*] Under the conditions which were then submitted to them?—Yes.

3975. At present it stands thus: the matter was submitted to a committee of the shareholders, and they were favourably disposed to the coast scheme, and, I suppose, so reported?—Yes, they so reported; and then I imagine we shall come to the meeting at which that report was made to the shareholders, and the decision of the shareholders was taken upon it.

3976. Was the report of that committee submitted to an adjourned meeting?—Yes, the meeting was adjourned for that purpose.

3977. Will you be good enough to tell us what was the result of that report being submitted to the adjourned meeting?—The result of that meeting was, that the meeting adopted the report of the committee, and agreed that the coast scheme should receive a favourable consideration upon certain terms.

3978. And, therefore, I suppose the central line should not be proceeded with?—They thought that the terms which were submitted were not so advantageous as the shareholders had a right to expect.

3979. Was there an amendment moved at that meeting, do you recollect?—Here are the proposals of the provisional committee of the Dorsetshire and Exeter Coast Extension, which the promoters wished to be submitted to the general meeting of the London and South-Western Railway Company, on the 12th of February 1852.

3980. I think that is not the one to which I refer to?—The amendment which was moved by Mr. Castleman, as the promoter of the coast scheme, was to the following effect: this was on the 16th of December: "That a committee of shareholders be appointed to consider and examine into the proposed central and coast schemes, and that the meeting be adjourned to receive their report." Then a certain committee was appointed, and then on the 23d of December, at the adjourned meeting, the report of the committee of shareholders was read as follows, and I think it will be highly desirable that I should read to the committee a portion or perhaps the whole of that report: "Having reference first to the central scheme, the attention of your committee has been directed to the terms

terms of the heads of agreement, submitted for your decision, the second clause of which is as follows; viz.: 'The South-Western will pay over to the Salisbury, Yeovil, and Exeter Company, one-half of the net profits brought upon or carried from the now existing South-Western lines, such net profits to be ascertained by deducting from the actual takings 20 per cent.' It appears to your committee, that to estimate as net profits 80 per cent. of the actual takings for passengers and goods, is to exceed the limit of fair calculation, and that whether the 'net profits' be correctly estimated or not, to surrender to the promoters of the 'central line,' in addition to one-half of their own gross earnings, 40 per cent. of the 'actual takings,' in respect of the new traffic over any portion of 'the now existing lines' of this company, either to or from London, Portsmouth, Southampton, Dorchester, or any intermediate station, would be in effect tantamount to a guarantee of their maximum claim, viz., 6 per cent. upon their capital. If your committee are correct in this assumption, it follows that inasmuch as a direct guarantee by this company, of 4½ per cent., would be amply sufficient to raise the required capital, you would have to pay, through the complicated process now recommended to you, 33 per cent. more for the construction of the 'central line,' than it would be needful to expend under a more direct and simple arrangement. Your committee are of opinion that whenever the period shall have arrived at which it may be deemed wise or prudent to promote a 'central line,' that object would be best accomplished by a direct procedure on the part of this company, by which not only would the capital be raised at the lowest possible cost, but the construction and management of the line be placed under your own absolute control. For these reasons, your committee are of opinion that the present proposal of the 'central scheme' ought not to receive your sanction. The committee do not feel themselves called upon to express any opinion upon the policy of renewing a contest with the Great Western Company, with whom, as with all other companies, they consider it highly expedient to the interests of this company to maintain the most friendly relations. The proposed extension of the coast line from Dorchester to Exeter has been fully considered by your committee, and they feel bound to express a very decided opinion that the construction of that line cannot fail to add materially to the value of your property, and that it deserves every encouragement and aid which the proprietors of this company individually may be disposed to give it. Your Committee have felt it to be an important part of their duty to consider the position in which this company is placed with reference to the completion of the line between Basingstoke and Salisbury, and after much deliberation they are of opinion that it would be expedient for you to request the directors to furnish you, at a future general or special general meeting, with further information thereon. In the meantime, your committee cannot but strongly urge upon you the sound policy of authorising your directors to resume, at the earliest period compatible with a due regard to economical arrangements with contractors and others, and to complete as a single line that portion of railway which lies between Basingstoke and Andover. Your Committee have ascertained that the works lastly alluded to are, in point of fact, in a forward state, and that the rails are in hand. The further outlay, therefore, although considerable, is of secondary importance, inasmuch as it is a question which may involve the permanent security of a large portion of your property. (Signed) *S. Gaselee, C. S. Crawley, Graham Hutchison, Charles Castleman, Henry V. East, C. S. Mortimer, William Helps.*"

3981. That line from Basingstoke to Salisbury has been partially constructed, and fresh powers have now been conferred upon the company, to construct the whole distance from Basingstoke to Salisbury?—Yes.

3982. With a clause in the Bill to stop the dividend of the company if it is not completed within the prescribed period?—Yes.

3983. That was a part, I understand, of the original through line, from Basingstoke to Salisbury?—From Basingstoke to Exeter.

3984. It was then moved, I think, at that meeting, that the Report should be received, and there was also an amendment which was proposed and seconded; the proposal was, "That the Report of the Committee be received, and that the directors directed to give the same their full consideration, and also to consider the proposal made by Mr. Locke." That, I suppose, had reference to the central line?—Yes.

3985. The amendment was put, and I believe upon that, a poll was demanded?—Yes.

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3986. It was moved, "That the report of the committee, as read by Mr. Scott, be received?"—Yes; Mr. Helps moved, and it was seconded, "That the report of the committee, now read, be received and adopted;" Mr. Currie moved as an amendment, and it was duly seconded, "That the report of the committee be received, and the directors be requested to give the same their full consideration, and also to consider the proposal made to-day by Mr. Locke." "The amendment having been put, a show of hands was taken, and the persons presen were asked to divide themselves into two parties, in order that a more accurate computation might be made of the numbers voting on each side;" and then the result was as follows: The adjourned special meeting was held on the 31st December 1851, when the result of the poll, demanded at the last adjourned meeting, was announced as follows: "For the motion, 4,095; against the motion, 3,125; majority in favour of the motion, 970; whereupon the amendment was declared to be lost, and the original motion, proposed at the meeting of the 23d was carried, namely, "That the report of the committee, now read, be received and adopted."

3987. Were the votes taken upon that occasion a very inconsiderable number of the proprietary of the South-Western Company?—The number of votes upon that occasion was about 7,000. It is difficult to arrive exactly at what the number of votes held by the proprietors is, but I think as we have about 4,000 shareholders, and as 2,000 of them represent somewhere about 30,000 votes, the 4,000 may be taken to represent about 60,000 votes; therefore it would be for the committee to judge what number of the total, namely, 60,000 votes, was represented by the 7,000.

3988. In your judgment, it could not be taken as any great indication of the feelings of the proprietary either one way or the other, could it?—Upon matters upon which the shareholders have felt a lively interest there have generally, latterly, voted between four and five times as many; therefore that I may take to be about a fourth or a fifth part of the number usually voting.

3989. Last February, what were the numbers when the matter was again mooted, upon the election of the directors, I believe?—I think there were more than 20,000; I think the number was some 28,000; we vote from 25,000 to upwards of 30,000, and here there was a vote of 7,000.

3990. In February 1852, at the half-yearly meeting of the company, I believe, these matters were further discussed, were not they?—They were.

3991. And there were still parties differing in opinion; some advocates for the central and others for the coast line?—The subject has been agitated at all our general meetings.

3992. Was there a resolution passed on that occasion?—Yes, there was.

3993. What was the tenor of that resolution; I believe it was a resolution that the directors should further consider both schemes and report to a future meeting?—That was so.

3994. That is the central and the coast schemes?—Yes.

3995. That was at the half-yearly central meeting?—Yes.

3996. I believe, shortly after that the coast line, known as Captain Moorsom's line, was rejected on Standing Orders, was not it?—It was.

3997. By the *Committee.*] Was that an independent company?—Yes.

3998. Was it the same line which had been under discussion at your board, and sanctioned by you?—Yes; it was the coast line; Captain Moorsom was the promoter of that.

3999. Did an independent company bring in that bill?—An independent company; arrangements were proposed in connexion with us; but Captain Moorsom was the promoter of it.

4000. And that line was lost upon Standing Orders?—Yes.

4001. Mr. *Johnson.*] You were assisting that line, were not you?—Yes; they were coming to us upon particular terms; it depends upon what you mean by the word "assistance"; we were willing to enter into amicable arrangements with them, but they were independent promoters of it.

4002. In a pecuniary point of view you were not pledged to them?—The company were not pledged to them.

4003. Did they come before you in the same way as the promoters of the central line did, when you thought that the terms proposed by the promoters of the coast line were more favourable than those proposed by the promoters of the central line?—That is not exactly so; they were not identical in point of time; they came before us in 1851, simultaneously; the board gave their preference to the

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the central scheme. Then, at the central meeting, as you have heard, the promoters of the coast scheme agitated against the central scheme, and they so far prevailed, as you have heard, that the report was submitted and adopted. Then, in the year 1852, the coast scheme was again brought before Parliament, under the name of Captain Moorsom's line, and it was lost upon Standing Orders. Parliament has had this scheme before them in 1846, 1847, 1848, 1852, and here we are in 1853.

4004. The coast line in 1852 was lost upon Standing Orders; I believe the central line at that time also was again promoted, but the deposits were not paid up?—Yes.

4005. Who was the central line again promoted by?—By an independent party in the Session of 1852.

4006. Though the deposits were not paid up, the matter was still in progress; the line was still promoted, as I understand you, and there were measures which were constantly under the consideration of the directors during that period also, in reference to that line as well as the coast line?—Certainly, they were.

4007. Although I believe nothing was publicly done till August?—No, it was more prominently received in August 1852.

4008. Previously to the general meeting, had the directors again come to a provisional agreement with the central line party?—Yes.

4009. That is for executing the line from Salisbury to Exeter?—Yes.

4010. This provisional arrangement with the directors, I believe, was more beneficial to the company than the previously proposed one had been?—He considered it to be so.

4011. I am told that there was no agreement signed in writing?—No; the terms were submitted, and all that was done, appears upon what may be easily put in, namely, the resolutions at our general meeting.

4012. You say that a provisional arrangement was entered into prior to the general meeting; was it submitted to a special general meeting, in August 1852?—On the 17th August 1852, I think it was.

4013. Was a resolution passed upon that occasion, in favour of the measure, and a committee of shareholders appointed to examine and report whether better terms could be made with the landowners and others interested in the line?—Yes, that was the case.

4014. I am trying to avoid the necessity of reading long documents; was that the purport of it?—Yes.

4015. I believe the committee so appointed, procured some modification in the terms, and on the 24th of September 1852, another special general meeting was held; was that so?—Yes.

4016. And then a great deal of discussion took place?—There was a long discussion on the 24th.

4017. I believe nothing was done at that meeting beyond a great deal of discussion; the meeting adjourned without coming to any decision, beyond the resolution that there should be another meeting, and that proxies should be sent out, so that the opinions of the absent proprietors should be ascertained?—Yes.

4018. By the *Committee.*] This meeting was to consider the proposition for the central line?—It was; on the 24th of September was the meeting; then it adjoured again, and then it adjourned again; so that we had it discussed pretty freely.

4019. Mr. *Johnson.*] At this meeting, on the 24th of September, was any representation made to the meeting, of the result of an interview between one of your directors and some other party connected with the Great Western?—Yes; the meetings were long, and a great deal of discussion took place; the same parties who had opposed the scheme before, again re-appeared, as they had repeatedly, on the scene; the principal opponent being a gentleman who had just joined the direction, Mr. Mortimer: he represented that if we would be quiet, everybody else would be quiet; they would not move.

4020. By the *Committee.*] He meant by that, your opponents?—Yes; what he meant was, that if the narrow gauge did not stir, the broad gauge would not stir either. We were disposed, certainly, to listen to the representations of Mr. Mortimer, because, besides being a narrow gauge director, he has also the advantage of being a broad gauge director too, as Mr. Saunders will tell you, in connexion with a great many Great Western directors upon the South Wales line,

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which is leased to the Great Western. Therefore, we naturally supposed that Mr. Mortimer had some peculiar means of knowing. As Mr. Brunel was the engineer, and Mr. Saunders's nephew and others were his co-directors, we supposed he naturally had some peculiar means of information, and the representations which he made being very ably made, had very considerable influence upon the shareholders. Upon that occasion, he said that he had it from authority that they would not move, and that Mr. Russell, the chairman of the Great Western, had said nothing short of a *mandamus* would induce them to complete the line from Warminster to Salisbury. He may have been mistaken, but I have nothing to do with that. The shareholders received that communication with the attention to which it was entitled, coming from such a quarter, urged from and backed by such authority, he being not only a narrow gauge but a broad gauge director; they listened to it, and he had great influence accordingly with the shareholders, and I think that those statements influenced the decision very materially.

4021. I believe the only resolution that was come to at the meeting of December was, that proxies should be sent out to ascertain the opinion of the absent proprietors?—Yes; the discussion was long and animated, and the power of this new gentleman was considerable; the proxies were sent out, and this will give you a view of the interest which was taken as to the relative matters. I think there were about 12,000 voted on each side.

4022. The proxies were sent out on the 26th of October?—Yes.

4023. On the 26th of October 1852 there was another special general meeting of the proprietors held for the renewed consideration of the provisional arrangement made with this independent party, the central line party, and again I believe a good deal of discussion took place?—Mr. Mortimer was very consistent; we had discussions on five different occasions; upon all those occasions he opposed it, and in the result, the consequence was as you say; upon the return of the proxies, there were 12,610 on one side, against 12,389 on the other; it was a very sharp contest.

4024. The majority, in fact, was only 221?—Yes, against the central line; it was a great triumph naturally.

4025. Against the central line?—Yes, upon the terms which had been proposed; you will have before you what the opinion of the Committee was, which I read to you, of which Committee Mr. Mortimer was a member.

4026. By the *Committee.*] The majority was against the central line?—Yes, upon the terms then and there proposed; that was by the same parties who ten months before had signed this report of the Committee which you have upon your minutes; they thought that we were not very provident trustees or guardians of their interests, that we entered into improvident bargains with the projectors of lines; those were the arguments which were used, and the proprietors of the coast scheme were not a little pleased to see their rivals, the central scheme, thrown over, and they joined in the balance, and fought against us, making common cause against us; and so they threw out the central line. The two rival engineers knocked each other over, and us too.

4027. Mr. *Johnson.*] So that the majority consisted not only of those who were opposed to any scheme at all, but those who advocated the coast scheme in preference?—Undoubtedly, very largely.

4028. Some who wished for delay in the matter, others who were against the extension, and probably some few of the rest who were opposed to the central scheme, as giving a preference to the coast scheme?—I know it was the case very largely, and the Committee may judge that it was very considerable from the result of the meeting which subsequently took place.

4029. I do not believe you were in the chair yourself upon that occasion, were you?—No, I had not that advantage or disadvantage, whichever it was considered.

4030. Nor the late Chairman, Mr. Chaplin, I believe?—Upon that occasion, neither I nor Mr. Chaplin occupied the chair, by the accident of the absence of both of us; it was held by another gentleman, who took the chair for the day to take the poll.

4031. Mr. Serjeant *Wrangham.*] Was this in October 1852?—In October 1852.

4032. Who was in the chair?—Mr. Lacy.

4033. Mr. *Johnson.*] You had an adjournment to receive the poll; at the adjournment the poll was taken, and upon that occasion Mr. Lacy was in the chair, I understand you?—Yes, he was upon that particular occasion.

4034. At

4034. At the meeting of the 26th, Mr. Chaplain was in the chair; but at the meeting on the 30th, when the poll was declared, a chairman for the day took the chair, and that was Mr. Lacy?—Yes, I believe that was the case.

4035. Was it Mr. Lacy who made use of the expression to which my learned friend in cross-examination alluded, that the point was then set at rest?—He was in the chair upon that occasion; I dare say that expression may have fallen from him. I do not know what weight is attempted to be placed upon it, but I do not see that it is entitled to any more weight than if we should say, upon going into the division lobby, and being beaten, "We are beaten;" that was the fact.

4036. When that scheme was supposed to be rejected by the proprietors under the circumstances and by the majority you have mentioned?—Yes.

4037. At a period of the year when no further discussion could take place at all upon it?—Yes; we considered it to be such a decision.

4038. Did the coast scheme go on notwithstanding?—It did. The promoters of the coast scheme worked on notwithstanding.

4039. What passed, with regard to the coast scheme, between the directors of your company?—The dates of general and special meetings are tolerably fixed in one's mind, but the dates when we had interviews at the board with the promoters of the line, I cannot pretend to tell you; I can tell you that during the months of November and December we had frequent deputations from the promoters of the coast scheme.

4040. I believe it was about this time, when those discussions were going on relative to the coast scheme, that Mr. Chaplin resigned the chair, which is now occupied by yourself?—He did; it was in the month of December. I told you before that it was in the autumn, but, if I recollect right, I think the first board at which I presided was on the 17th of December.

4041. I believe the board, and an influential section of the proprietors, were inclined to subscribe to that scheme?—Yes, we were indeed.

4042. But you felt under the circumstances you were not in a condition to do so?—There was no time for a special general meeting for preparation for the Parliamentary proceedings then. The time had worn on so late that it was impossible for the board on the 31st of December to call a general meeting, but so much in earnest were we that we were prepared to become ourselves, to a certain extent, personally liable for the subscription.

4043. By the *Committee.*] The directors were?—Yes, and the body of shareholders were very favourable to it too.

4044. Mr. *Johnson.*] In the month of April last, under the impression that the proprietors would acquiesce in the making of an extension from Dorchester to Exeter, and feeling that it was necessary to obtain their authority for that purpose, was a special general meeting called?—Yes.

4045. That, I believe, was held upon the 19th of May last?—Yes, upon the 19th of May.

4046. Was there a report on the subject then submitted?—A report upon the subject was then submitted.

4047. That was a report of the directors; was it the report that was submitted to the shareholders, I mean at the meeting on the 19th of May?—It was rather more than that. This being an important matter, the report was sent out to all the shareholders, and they were asked to send in proxies upon it or else to attend the meeting. The report went fully and carefully into the position in which we were then placed, and very accurately, I think.

4048. By the *Committee.*] Was the report adopted?—That report was presented to the meeting on the 19th of May.

4049. Were there resolutions subsequently passed?—Yes.

4050. Mr. *Johnson.*] Was this the report: "At the half-yearly general meeting of the company in February last the proprietors resolved, 'That the directors be requested to watch carefully the projected railway schemes affecting the interests of the company, and that they be authorised to take such steps respecting them as, in their judgment, may be expedient.' In accordance with these instructions, the directors have not failed anxiously to watch the various undertakings falling within the scope of the resolution. Although these projects are numerous and important, and the protection of the company's interests in respect of them involves onerous and responsible considerations, the directors have not felt it necessary to seek the especial instructions of the proprietors, except with reference

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to the company's relations and interests in the West of England; but the board is of opinion that a state of circumstances has arisen there which imperatively calls for the immediate consideration and action of the company. As the circumstances under which the proprietors are now called upon to act are essentially different from any heretofore, so also is the course which the directors feel it their duty to submit for their consideration. On former occasions it has been felt by many proprietors that the directors were advising movement when the company might remain at rest without loss or insecurity; and that, however plausible were the hopes of advantage from extensions, it was more desirable to remain passive, and to attend exclusively to the development of existing resources. In the course which the directors have recently pursued, they have not been restrained by any misapprehension of the importance of this question, but solely by their desire to avoid conflict, to cultivate amicable relations, and to give undivided attention to the daily requirements of the company's business. But it has now become clear, beyond all possibility of question, that the proceedings of other companies will deprive this company, if it remain passive, of its traffic, and greatly depreciate its property; and the directors feel that they would be entirely unworthy guardians of the interests committed to them if they did not, in the critical juncture which has arisen, at once appeal to the proprietors, and advise them to a decided course of action. The proprietors cannot have forgotten the warnings which have from time to time been given, that if this company neglected to make any further provision for the accommodation of the districts west of their existing lines, the country would be occupied by hostile projects, calculated not merely to prevent the development of your traffic, but absolutely invasive of your territory; nor will they be unmindful that these opinions were as frequently considered groundless by many of their body, or that the latter confidently stated that none but the directors contemplated disturbing or adding to the railways already authorised and opened, or in course of construction in the West of England. If, however, it were at any time doubtful whether the Great Western and Bristol and Exeter companies entertained these views or intentions, that doubt is now removed, for the Bill for constructing the 'Devon and Dorset Railway' out of their joint funds, and for their joint use, has been read a second time in the House of Commons. It will in the course of this month be under the consideration of a Select Committee, those companies offering to accept powers for making the line, with a distinct obligation actually to construct and open it. The line is to begin near Maiden Newton (on the authorised Wilts and Somerset Railway), about eight miles north of Dorchester, and passing westward through Axminster and Honiton, to end at the Bristol and Exeter Railway, four miles north of Exeter; it is also to be connected by branches with Bridport and Sidmouth. The directors strongly urge on the proprietors the fatal effects of such an invasion on the existing traffic. The directors invite the proprietors to consider the means best calculated to repel this aggression; and they are of opinion that a policy merely defensive, and unaccompanied with any offer to provide for the necessary accommodation of the country between Dorchester and Exeter, would fail in effecting the purposes in view. They have convened the proprietors in order that they might resolve on promoting a national gauge extension railway from Dorchester to Exeter, or might relieve the Directors from their responsibility by declaring in favour of a contrary policy. The rapidly increasing traffic on the Southampton and Dorchester branch, which is shown in the Appendix to this Report (A.), has now brought the receipts on that branch to such a point as to yield a profit of $3\frac{3}{4}$ per cent. on the outlay, after deducting the working expenses, exclusive of the advantages to the parent line. The cost of the line from Dorchester to Exeter (56 miles) has been estimated at 630,000*l*. The directors are satisfied that in no case can it exceed 700,000*l*. Assuming that the traffic on this line would equal in proportion that on the Southampton and Dorchester line, which the directors believe to be the case, the same rate of dividend will necessarily follow. The occupation of this district is a measure in favour of which opinions have been recorded by proprietors, who have taken a leading part in advising upon the policy of the company. The committee of shareholders appointed at the general meeting in November 1851, who reported on this subject in the December following, although much indisposed to extensions generally, and entirely against the central scheme from Salisbury to Exeter on the terms then submitted, were strongly in favour of aiding in the extension of the coast railway from Dorchester to Exeter, and they reported as follows: 'The proposed extension of the coast line from Dorchester to Exeter has been fully

fully considered by your committee, and they feel bound to express a very decided opinion, that the construction of that line cannot fail to add materially to the value of your property, and that it deserves every encouragement and aid which the proprietors of this company individually may be disposed to give it.' Further unequivocal testimony in support of the Dorchester Coast line was more recently given by a section of the shareholders at Manchester, who met (Mr. Alexander Kay presiding) late in December last, and communicated to the board the following resolution: 'That in the opinion of this meeting it is desirable that the directors of this company should protect the proprietors against the competing lines projected by or under the influence of other companies, and the undersigned pledge themselves to use their influence in favour of any resolution of the directors to support the Dorchester Coast Extension line to any amount not exceeding 300,000*l*. That if the directors agree to subscribe to the Dorchester Coast Extension Railway, the undersigned will recommend individual proprietors resident in Lancashire also to subscribe thereto.' The directors trust, therefore, that the policy and proceedings which are now recommended, and which, to a considerable extent, are common to the promoters of the Central and Dorchester Coast projects, will have the cordial and general sanction of the proprietors. The proprietors have first to determine whether the line from Dorchester to Exeter shall be constructed or not. Assuming this to be determined in the affirmative, they have then to choose whether they will execute the line themselves, or aid other parties to do so. The directors do not hesitate to recommend the former course, and that this company should themselves raise the necessary capital, and seek the necessary powers for that purpose. If the proprietors adopt the other course, and refuse to retrieve the position of the company by energetic opposition to the Devon and Dorset line, and by a well considered and honest pledge to complete, in the event of its rejection, a proper line of communication between Dorchester and Exeter by way of Bridport, Axminster, and Honiton, the directors have no hesitation in stating their deliberate conviction, that a vital injury will be inflicted on the interests of this company. Having thus explicitly and deliberately expressed their convictions, the directors have only further to remind the proprietors that the latest opportunity for action has arrived, and that the decision and the responsibility henceforth must rest with themselves." At that meeting, on the 19th of May, were these resolutions put and carried: "That in the opinion of this meeting, the interests of the company are deeply concerned in procuring the rejection of the Devon and Dorset Railway Bill now pending in Parliament, and in extending thereafter this company's railway from Dorchester by Bridport and Axminster to Exeter. Further, that the directors of the company be authorised and requested to pledge this company to apply to Parliament at the earliest period for powers to construct such last mentioned line, and to put such powers into execution, so as to give the district the local accommodation which such railway would afford with the least possible delay"?—Yes.

4051. Was this further resolution carried: "That in the opinion of the meeting, the interests of this company will be best promoted by the acquisition of such powers and by the creation of the necessary capital by this company, and not by independent parties; and the directors are also authorised and requested to take all measures appearing to them expedient for the fulfilment of those objects"?—Those were the resolutions which were passed, and I think they were passed just with a sufficient amount of dissent not to make the decision unanimous; I myself counted the hands, and I believe that the hands which were shown against us varied from 7 to 9 or 10, in a large room full of people.

4052. All the rest of the meeting were in favour of the resolution?—Yes.

4053. Previously to this meeting of the 19th of May, had proxies been sent out?—Yes; proxies had been sent out.

4054. Were there in the hands of the directors, in support of their report and their recommendations, 1,370 proxies, and against them 252?—That was the proportion. This letter was sent out, the letter accompanying it enclosing the proxy paper.

4055. 1,370 were the figures against 252?—Yes; those were the numbers of the proxies.

4056. What number of votes did those proxies represent; I think it is 31,000?—About 31,000, I believe; I think 31,000 includes the minority as well as the majority.

4057. The total proxies sent out represent 31,000 votes?—Yes.

4058. Upwards of 24,000 were in favour of the directors' proposals?—Yes.

4059. Of those who attended the meeting, can you give me the majority?—As I have said, in a crowded room there were from 7 to 10 votes adverse.

4060. The meeting was almost unanimous?—Yes.

4061. Can you give me the proportion of stock represented by the votes?—I believe it is about 4,000,000 *l.* against 600,000 *l.* The amount of stock represented by those who sent in proxies, in fact, was 3,775,000 *l.* against 570,000 *l.*

4062. That was besides the amount at the meeting?—Yes.

4063. The disproportion at the meeting being much greater in favour of the resolutions?—The proxies, I think, gave it about seven to one in our favour. At the meeting of those who were present, and who heard the arguments, the majority was infinitely larger.

4064. Mr. Mortimer has been alluded to; he spoke upon that occasion?—Yes, he spoke.

4065. You said that he had been consistent throughout?—Certainly; I must do Mr. Mortimer quite the justice to say, he was throughout consistent, and he opposed it there and then.

4066. He was, with such influence as he could command, in opposition to that extension?—In October, as I conceive, Mr. Mortimer had the main influence in getting the votes of the proprietors; but I conceive, in the May following, the influence of Mr. Mortimer and that party which he very consistently advocated and supported, was fairly tested and fairly represented by the figures which I have shown you.

4067. I think when you read the names of those who recommend the extension westward by the Dorchester and Exeter line, you read the name of Mortimer; was Mr. Mortimer one of those who signed that report?—His name is attached to this report which I read just now.

4068. I mean that it was signed to it as an advocate of the execution of the coast line?—Quite so; S. Gaselee, C. S. Crowley, Graham Hutchison, Charles Castleman, Henry V. East, C. S. Mortimer, Williams Helps. Those are the signatures to the report which you heard read, which was laid before us at the general meeting on the 23d of December 1851, objecting to the terms which the Board had recommended as to the adoption of the central scheme, and expressing themselves strongly in favour of the advantages which the South-Western Company would derive from the extension of the coast scheme. They state that "it cannot fail to add materially to the value of our property, and it deserves every encouragement and aid which the proprietors of the company individually may be disposed to give."

4069. It was then proposed for the adoption and recommendation of the directors; did Mr. Mortimer speak against it on the occasion of the 19th of May?—I must do Mr. Mortimer the justice to say that after the decision of the proprietors he declared that he should not give us any further opposition. I think it is only due to him to say that.

4070. As chairman of that company, are you distinctly prepared and authorised to pledge your company to the execution of this line, supposing the Devon and Dorset line should be rejected?—I am perfectly prepared to do it, because I think I am entirely warranted in doing so by the terms of the resolution of the 19th of May last, and because I think the indication of the feeling of the proprietors was so strongly and decidedly unanimous upon that occasion; I am warranted in believing that I shall be borne out by them in fulfilling honestly the pledge. The Committee will recollect that the report which was sent out to the proprietors calls upon them to give "a well-considered and honest pledge."

4071. The terms of the resolutions are "that the directors be authorised to pledge the company to apply to Parliament?"—Yes.

4072. Does that pledge also extend to the South-Western Company subscribing the capital necessary for that purpose?—Undoubtedly it does. Those who sent in their proxies in our favour were told, "We think it better we should do it than leave it in the hands of others."

4073. After that meeting did the directors of the company resolve to make an application to Parliament for leave to bring in a Bill in the present Session, and instruct the law agents of the company to take the necessary steps?—I think there

there was a resolution to that effect, or it may have been the decision of the Board. Hon. *F. Scott*, M. P. 24 June 1853.

4074. Whether in pursuance of a resolution or not, the directors of the company did distinctly resolve to make an application to Parliament in the present Session?—Yes, they did so.

4075. And they were prepared to enter into a subscription contract, I believe, for the purpose of making the necessary deposit of funds?—Yes, that was since this meeting in May.

4076. Why has not that been done?—We found that the Session was so far advanced, and the chances of our success in this year were so questionable, and the necessity of going again to Parliament next year for certain amendments was so evident, that we considered we should be equally far advanced in coming with a more comprehensive scheme if we abandoned our intention for the present Session, and came with a complete scheme next year.

4077. By the *Committee.*] How could you have come before Parliament?—The only way of doing so was that we should have had to petition Parliament to suspend the Standing Orders in order to let us in.

4078. There was a very remote chance of that?—That is exactly what we thought.

4079. Mr. *Johnson.*] I believe you did go to the Home Secretary for the purpose of stating that if facilities were afforded you the line should be extended?—Yes, I went in person; I wrote to Lord Palmerston, and I also had an interview with Lord Palmerston on the subject.

4080. It seems to be smiled at that you should attempt to take such a course, but I believe the South-Western, in regard to the Salisbury and Basingstoke line, in the present year, had the Standing Orders dispensed with, did not they; they were not in Parliament before March?—No.

4081. But that Bill has now passed both Houses of Parliament, and is now waiting the Royal Assent?—Gentlemen who are Members of the House are perfectly aware that there is nothing incompatible with the proceedings of Parliament in suspending the Standing Orders for the purpose of executing an important work.

4082. I believe, except as respects five or six miles of the line near Southampton, the Southampton and Dorchester line is now a single line?—Yes, it has been laid down with works and bridges for a double line, but hitherto, with the exception of six miles at the Southampton end, it is a single line.

4083. When the gross revenue reaches 65,000*l.* a double line is to be laid down?—Yes, we have pretty nearly topped the margin, and then we shall be called on to lay down a double line.

4084. Am I right in saying that the earnings of the Dorchester line have since the year 1848 gone on progressively from 46,111*l.* to the year 1852, when they were 56,129*l.*?—Yes, they have gone on progressively; there has been a regular increase; they have increased upwards of 20 per cent. within four years.

4085. There has been no alteration of the line?—Not a yard.

4086. As you are conversant with railway matters, and I dare say know the country well, you are quite aware that from Axminster to Exeter the line would be common with the projected central line?—I believe it would.

4087. You have already told us that the Basingstoke and Salisbury line is now sanctioned by both Houses, and waiting for the Royal Assent; if the line were to be made coastwise from Dorchester, coming to a point at Axminster, would it be the interest either of the South-Western Railway Company or of local parties hereafter to fill up that gap?—I have not had my attention directed to that subject for the last seven years consecutively and uninterruptedly without being thoroughly convinced, and it is a conviction at which I arrived long ago, that that central gap would eventually be filled up; and seeing that if the two extremes down from Basingstoke to Salisbury, and up from Exeter to Axminster, were completed, that would be 50 per cent. of it done, I have still less doubt in my mind; I mean in the event of a coast scheme being carried out, that the intervening 60 miles, to which the distance will then be reduced, would be filled up. If I had no doubt in my own mind that the 123 miles would be completed, I have still less doubt that the 60 miles would be completed.

4088. I comprehend you to say that you are not authorised, nor do you in any way pledge the South-Western Company to fill up that space?—I am not here for that purpose.

4089. But you in your own judgment believe that it will be to their interest hereafter to do it, or if not done by them, it will be done by independent parties?—I have no doubt that it will be done.

4090. Are you aware of the Portsmouth line, which has passed this year?—Yes, the drop line to Portsmouth I know intimately.

4091. Is that an illustration of what you think would take place in the west of England between Salisbury and Axminster?—When I first joined the direction, the two great questions agitating the directors and the shareholders were the occupation of the Portsmouth country and the Exeter and Basingstoke scheme. The results which have taken place in the Sussex district are precisely what I foresaw and foretold, and which are now verified, and I have very little doubt the other will be verified; I have always thought so, and it has now come to pass, and the other will come to pass just as surely.

4092. I believe the South Western Company themselves proposed to make that line in the year 1846 or 1847, did not they?—No; they did not propose to make that line; they proposed to make another line, occupying the same country.

4093. To fill up the gap?—Yes.

4094. Was that line of the present year, the line from Godalming to Havant, undertaken and passed by an independent company?—Yes.

4095. Is that a fair illustration of what you apprehend would be the result between Salisbury and Axminster, if the South Western Coast Line were carried on as far as Axminster?—The company can form their own conclusion; I have all along said that both countries would be filled up; one is filled up, and the other will be.

4096. In your judgment, will the making of the Devon and Dorset line obstruct the formation of the lines which you have been speaking of for the future?—If the broad gauge passes through that country to Exeter, it will stop for the future the chance of the narrow gauge getting beyond Exeter, and it will likewise stop the central country, the intermediate country down to Exeter; the broad gauge then must have it all their own way. I should make that reply, though I am not an engineer, both as regards the character of the country and the traffic which it affords. It would be quite impossible, I believe, to find another line of country through which you could bring down a narrow gauge line to Exeter; but that perhaps is more for the engineer than for me.

4097. On private grounds, that is to say, if I may take the interests of the South Western Company as private grounds, you object to it; do you also object to the line upon public grounds?—As far as I am able to give an opinion upon that subject. Probably the Committee will consider that the chairman of the South Western Company gives it a little with a view to South Western interests. I have not the least doubt that upon public grounds it would interfere with any direct communication from London to Exeter, and to Plymouth.

4098. Have you put yourself in communication with some of the public authorities with reference to this line, and the proposed competing line of the South Western Company?—Feeling as we must all feel, that the undertaking of railways is a matter in which not only the whole of the shareholders are interested, but in which the public are interested too (or else honourable gentlemen would not be sitting as a Committee of the House of Commons upon it), of course I thought it my duty to ascertain what were the feelings of those who, as guardians of the public interests, have the most intimate and vital connexion with this subject. I therefore placed myself in communication with Sir James Graham, as First Lord of the Admiralty; with Lord Palmerston, as Home Secretary; with my Lord Hardinge, as Commander-in-Chief; and with Sir John Burgoyne as the Inspector-general of Fortifications. I have here the letter which I addressed to Lord Hardinge, with his reply to me; and to Sir James Graham, with his reply me; to Lord Palmerston, and his reply; and a second letter, which I likewise addressed to Lord Palmerston, which, as they are matters which are interesting, I am ready to put in.

4099. You are prepared to read those letters?—I am.

Mr. Serjeant *Wrangham* objected to the evidence.

Mr. *Scott*.] The opinion of the Commander-in-Chief is more directed to to the transmission of troops than that of the Home Secretary; but I take it that the Cabinet does not differ upon that point.

4100. Some

4100. Some taunts have been thrown out upon the petition represented by my learned friend here, of the inhabitants of Wiltshire; had the South Western Company any connexion or anything to do with that petition?—We had not anything to do with the preparation of the petition.

4101. I believe they assail the South Western Company as much as they assail the Great Western Company?—We are both hit, but the Great Western are hit rather harder than we are.

4102. Were they the same parties who were promoting the adverse line to the Basingstoke and Salisbury line of the South Western Company?—I believe so; the Salisbury people were.

4103. The South Western Company have no connexion with it, and nothing to do with its preparation or prosecution?—Nothing whatever.

4104. I believe you were present in the room when Mr. Saunders gave evidence here?—Yes; I was not here at the commencement of his evidence, but I was during the greater part of it.

4105. During that part of it in which he stated that you had had an interview with him, and had proposed a truce or armistice for three or five years, as Mr. Saunders said?—Yes, I heard him make that statement.

4106. Did you make any such statement as that which has been represented by Mr. Saunders, in respect of three or five years?—I never made any such statement whatever; I would say that decidedly; the first time I ever heard of "three or five years," was from the lips of Mr. Saunders in this room.

4107. Will you state what was actually proposed, as distinctly as you can remember it, and what took place upon that occasion?—I will; we were about to meet our shareholders as to this extension line.

4108. What was the date of that?—It was just prior to the issuing of this report which you have read. Those representations had reached us, which I mentioned in the earlier part of my evidence as having been made upon authority, or what professed to be good authority, that the Great Western did not like this plan at all of going from Exeter to Dorchester, and that if they were only assured that we were not going to occupy the country, they would not occupy the country. As we saw them going on, and as it was what we conceived to be our country, Parliament having given it us upon those occasions to which I adverted in the earlier part of my evidence, and which we had always intended to occupy, I felt it to be my duty to my shareholders to go and ascertain what were the circumstances with regard to the Great Western Company. Mr. Saunders was in a committee-room; I introduced myself to Mr. Saunders, whom I had not the honour of knowing before, and I put this representation before him. Mr. Saunders shook his head; I said, "Do you mean by that shake of the head, that that is not so." He said, "Most undoubtedly; I will tell you why;" he said, "I never could have said so, because it would have been brought up against me in committee." I said, "It is not my intention in any degree to commit you by anything you say, or to prejudice you by any statement; and I have never made any such use of those words; I only wish to know whether you would be willing to have a truce or armistice between us, with a view to the withdrawal of this Bill of yours." He said, "Undoubtedly not;" I then repeated that it had been mentioned to me upon good authority, or what professed to be good authority. He said, "It never was so." He said, "I am glad to have made your acquaintance, Mr. Scott;" I took off my hat and said, I was glad to have had the honour of making his, and so we parted; but as to any allusion to three or five years, I most distinctly, both here and elsewhere, would make any asseveration that it was never imagined by me, and never uttered by me.

4109. Had it any reference to any longer period of time than the present Session?—No; we were told they did not wish to go on with the scheme, except that they were afraid of us.

4110. I understand you to say that this was upon a representation made by a gentleman whose name has been more than once mentioned here, who has the good or bad fortune, as you call it, of being a director upon both lines?—That was the occasion; if it had not been for that circumstance I should never have troubled Mr. Saunders.

4111. Were you alone, or were you accompanied by any person upon that occasion?—I was accompanied by Mr. Crombie, the secretary; I thought it always desirable in matters of importance, that there should be two persons present, that there might be no mistake as to what was going on.

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Cross-examined by Mr. *Forsyth.*

4112. I believe the South-Western Company have not this Session a single Bill for any purpose whatever?—We have the Salisbury Bill, which has been spoken to.

4113. From Basingstoke to Salisbury?—Yes.

4114. That is the only Bill you have before Parliament?—Yes, we are in that rare situation.

4115. That Bill, I believe, was not in the House before the month of March?—No, we had to suspend the Standing Orders for the purpose.

4116. Therefore there was no opportunity for the petitioners from the counties of Somerset, Devon and Wilts, who have petitioned against the Devon and Dorset Bill, promoted by the Great Western and the Bristol and Exeter Companies, to make any attack by petition upon you?—No, they could not attack us, because we had nothing to attack.

4117. You had no Bill to direct their attention to?—They took their own course, and we had nothing to do with it.

4118. By the *Committee.*] You have Parliamentary powers to double the Dorchester line, when the time comes?—We have not only Parliamentary powers, but we are compelled by Parliament to do it under certain circumstances; we have gone on mounting upwards of 20 per cent. in four years; we have now 56,000 *l.* When we get to 65,000 *l.* we are compelled to do it; and as I have said, the increase has been without an additional yard of line being constructed. The traffic which is brought upon our parent line by the Dorchester line, is a sort of indication of the traffic which might be brought upon the Dorchester line by its extension. I have no doubt, in the event of a line being made upon our gauge from Exeter to Dorchester, within a year, even if we were not disposed to do it otherwise, our traffic would top the 65,000 *l.*

4119. At the present time it is only a single line, except for a few miles near Southampton?—Six miles near Southampton.

Cross-examined by Mr. Serjeant *Wrangham.*

4120. Out of 60 miles?—Yes.

4121. With reference to the last matter which has been mentioned, the Basingstoke and Salisbury Bill was introduced into Parliament in March?—I think it was.

4122. I suppose there was plenty of time for those gentlemen who have petitioned against the Great Western Company to have petitioned upon that Bill when it was introduced according to the orders of the House?—Yes, I suppose there was.

4123. I understood you to say that the South-Western Company are not connected with the preparation of that petition?—I do not know what might be the exact expression that was used, but I know nothing of it; I do not know that they were in any way connected with it; I never heard of it till every body else knew of it before Parliament.

4124. Do you know who are the parties conducting it?—No; I have heard the name of Mr. Townsend mentioned as being connected with it.

4125. The gentleman who sits beside me?—Yes.

4126. Is that gentleman in any way connected with the South-Western Company?—Not to my knowledge.

4127. Has not he acted as agent for the South-Western Railway Company?—In connexion with those lines which were promoted from Salisbury to Yeovil, and Salisbury to Exeter, he has so acted; Mr. Townsend is a solicitor residing in Salisbury, and he has always been very active in getting a communication by railway with Salisbury; in that capacity he has been long known to the South-Western Company, to the directors and to myself.

4128. Was not Mr. Townsend the solicitor to the parties who were acting in close alliance at all events with the South-Western Company in promoting those Bills from Salisbury to Yeovil?—He was a very active person in it all.

4129. Does not reference to your own accounts tell you that he was professionally active?—Yes.

4130. And professionally employed?—And professionally employed.

4131. As solicitor to that company?—Yes.

4132. That company being guaranteed for that part of the line from Yeovil to Exeter

Exeter by the South-Western Company; the other part of the line from Yeovil to Salisbury being actually in the hands of the South-Western Company itself?—Yes.

4133. He was the solicitor to the Salisbury and Yeovil scheme?—He was.

4134. He was the solicitor, therefore, to the South-Western Company?—No, I do not imagine that; the only solicitors that I know belonging to the South-Western Company are the firm of Bircham, Dalrymple & Drake.

4135. The line from Salisbury to Yeovil was promoted by the South-Western Company?—Yes.

4136. Apart from any independent company?—Yes.

4137. And Mr. Townsend was the solicitor to that Bill?—Yes.

4138. Then he was the solicitor for the promoters of that Bill?—Yes.

4139. That is, for the South-Western Railway Company?—What year are you speaking of.

4140. 1846, 1847, and 1848?—Undoubtedly.

4141. You say that you did not know of that petition till every body else knew of it; are you prepared to say that since that time, or at any time, the South-Western Company, or certain members of the South-Western Company, have been wholly unconnected with the prosecution of that petition?—I am able to say, as far as I know, that they are wholly unconnected with it.

4142. Are you prepared to say that your knowledge on the subject is such, that you can tell the Committee *bonâ fide* that the South-Western Company, or the leading members of that Company, have no connexion with the prosecution of that petition; I mean particularly with the financial part of it?—They have no connexion whatever.

4143. I presume that does not apply to the other petitions?—Which other petitions.

4144. The landowners' petitions against the Bill?—As far as I know, they are wholly unconnected with them.

4145. Do you mean that the solicitors to the South-Western Company are appearing in this room wholly unconnected with the company?—The solicitors to the South-Western Company appearing in this room. I do not understand you.

4146. Mr. Bircham and others; do you mean that they are appearing merely for private persons, and not by the direction and at the expense of the South-Western Company?—I do not know what your inference is.

4147. I am asking you a plain question; Mr. Bircham is appearing here as the solicitor to certain petitioners; do you mean that he is not appearing here at the expense and by the direction of your company?—I am not aware that he is appearing in that capacity.

4148. Am I to understand that the South-Western Company are not assisting with their funds in the opposition to this Bill?—Of course they are. What I apprehended you to mean was this, whether the South-Western Company were supporting the opposition which was conducted by Mr. Townsend.

4149. That was one question?—As to whether they are going to pay for the opposition which is conducted by Mr. Bircham, most undoubtedly they are.

4150. That is the landowners' opposition?—Yes; I am sorry I misunderstood your question.

4151. I understand from you distinctly, that the opposition which Mr. Townsend is conducting, the South-Western Company have no connexion with, either pecuniarily or otherwise?—Certainly not that I know of.

4152. Are you prepared to tell the Committee that you have such a knowledge upon the subject, that you can distinctly acquaint them whether your company, or the leading members of your company, do not find the means for maintaining that opposition also?—Most undoubtedly, I am prepared to say, that they find no means whatever, that I know of.

4153. With reference to this conversation with Mr. Saunders, I understood you to say, in answer to a question from my learned friend, that this armistice was only to have reference to this Session, and not to a period of three or five years?—Certainly; most distinctly.

4154. Then what was to be the nature of the armistice; what were you to give up if they gave up their Devon and Dorset Bill this Session?—You must take the premises as they were given to us; I have told you the object and the reason of my seeking Mr. Saunders was in consequence of the representations

which had been made to me, which I confess I did not credit, that the Great Western had no intention of occupying the ground, and that this was only as a matter of defence. I wished to ascertain whether that was the fact, and it was simply and solely with reference to the representation which was then made to me, that I sought Mr. Saunders.

4155. The representation as to what had fallen from Mr. Mortimer?—Mr. Mortimer had been saying, from October till April, that they did not want to occupy the country, he knew that they did not; he stated, that sitting at Paddington, and knowing them there, he was sure they did not care to go there, and it was only from the apprehension that we should occupy the country, that they persisted in it.

4156. Did you understand that Mr. Mortimer's communication extended only to the present Session; that they were not anxious to do it this Session, but that they would do it next Session, or was it a general indisposition on their part to move, if you did not stir?—What he said was, that they were doing it as a matter of defence, because they thought we should come and occupy the country, and they would defend themselves.

4157. Not this Session?—Yes, this Session; they began to move this Session.

4158. They did not apprehend your coming and occupying the country this Session when you had no Bill?—You must recollect that we have been at this country since 1846, and here we are, at it again, and I hope we shall succeed. The Great Western have come this year, and I do not say that we were overreached, but we were lulled into security upon those representations, and therefore what we sought to do, and in fact what we did do, was to endeavour to ascertain, from the best source, what were the feelings and wishes of the Great Western body as expressed by their secretary.

4159. With regard to the occupation of this country generally?—We have been seeking to occupy the country, as I say, since 1846, and we were likely to seek to occupy it again; we have never desisted from it; circumstances had made us put our swords not quite in the scabbard, but we were not going to use them this year; and we were told that the other party did not mean to move; then we saw them move, and I wished to know what was the meaning of their moving, and I went to Mr. Saunders, and Mr. Saunders told me their meaning.

4160. There was a Bill in Parliament?—Yes.

4161. Do you mean that when you spoke of an armistice, you only asked a question about that armistice with regard to the operations of this Session, and not looking forward?—Most undoubtedly; we have never desisted from our intention to occupy the country. Mr. Saunders very properly said at that interview, that they had always intended it since 1846 themselves; they had not shown such good intention as we had, however, for we had been up and at it.

4162. When Mr. Mortimer spoke of the Great Western Company being indisposed, according to him, to stir if you did not move, did you understand that to apply exclusively to this Session, and not to be a general statement on the part of Mr. Mortimer looking forward to future sessions as well as the present?—You may be, and the Committee may be, about as good a judge of that as I am; I never believed it; I never gave the least credence to it, but other people did; and I felt it to be my duty to disabuse their minds, inasmuch as I had never been humbugged by it.

4163. I am not asking you whether you believed it or not; I am asking you how you construed it, whether you did not understand it as being a general statement as to the disposition of the Great Western Company, and not a statement limited merely to this Session?—You are asking me to explain that which I thought was a ridiculous assumption on the part of a gentleman, who assumed that he was warranted in telling a large body of people what were the opinions and decisions of a company he was connected with; I did not believe he was so warranted; I therefore went to Mr. Saunders, and I found, as I expected, that he was not warranted; I told my shareholders so, and I tell you so now, and I do not know that you can get me to tell you much more, because you have the whole truth.

4164. I must endeavour; I want to know from you whether you understood what was said, and about which you went to Mr. Saunders afterwards, to apply to the general disposition of the Great Western Company to remain quiet if you did, or whether you understood it to be exclusively in reference to their remaining quiet

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quiet this Session only?—Inasmuch as Mr. Mortimer said that the Great Western Company did not want to move, I naturally concluded that they wanted to stand quiet; and inasmuch as I saw them moving, I wanted to know whether they were disposed not to move, and they said they were disposed to go on. I know what you want to get at; you want to get at the fact whether we were honestly disposed to occupy the country; whether the Great Western did or did not, I tell you fairly and honestly we were so disposed, and we have given tolerably good evidence of it from 1846 downwards.

4165. My object is a totally different one; here are two gentlemen at issue as to a conversation, and the terms of it?—I cannot help you out of that.

4166. I want to know from you whether your understanding of what Mr. Mortimer said had not reference to future years, as well as this immediate Session of Parliament?—I believe that Mr. Mortimer thought that the Great Western Company and the Bristol and Exeter Company would be very glad not to go into the country; he implied as much; that they were only going into it because they were afraid we were.

4167. You understood what Mr. Mortimer said not to be limited to the present Session, but to be general; that if you would remain quiet they would do so too?—Most undoubtedly; that they would remain quiet if we did.

4168. You go to Mr. Saunders to know whether Mr. Mortimer had spoken that which was correct?—Yes.

4169. Namely, whether the Great Western Company were prepared to remain quiet if you would remain quiet?—They abandoning their Bill this Session.

4170. But also remaining quiet, not merely for this Session but until you began to stir?—It could not be until we began to stir; we have been stirring for the last six years; it is ridiculous to talk about until we begin to stir.

4171. Be it ridiculous or not?—I withdraw the word, I will say inconsistent with the fact.

4172. You have told us, in contradiction of the positive statement of Mr. Saunders, that your conversation about the armistice had only reference to the present Session?—Yes.

4173. You have told me that you held that conversation in order to know whether Mr. Mortimer was warranted in what he said, and you have added that you understood Mr. Mortimer's expressions to be much wider than a mere reference to this Session exclusively, and to be applicable generally to the disposition of the Great Western Company?—I do not know what Mr. Mortimer's expressions were applicable to; I have told you what they were; if you have the least doubt about Mr. Mortimer's expressions, they are not expressions that were made in a corner, but here they are, and you will find him also stating that nothing but a mandamus would compel the Great Western to make the line from Warminster to Salisbury.

4174. I am quite content with the answer you have given; that being so, and you having admitted to me that you went to ascertain from Mr. Saunders whether Mr. Mortimer was warranted in expressing that the general intention of the Great Western Company was to remain quiet, not only this Session but for other Sessions, if you were willing also to do so; do you abide by your answer, given to my learned friend, that the conversation with Mr. Saunders, about the armistice referred exclusively to the present Session?—Because it was expressly stated so; I not only abide by it, but I repeat it, and, as I told the Committee before, I would repeat it upon oath that neither three nor five years were ever expressed.

4175. Looking to the conversation, could there be a talk about an armistice for the Session, when the Great Western must have been in that case the only party to make concessions, because they only had a Bill; you had nothing to give up?—There is very often a great deal of discussion to bring about a conclusion which is not warranted by the circumstances. We have been speaking half-an-hour to bring out circumstances which were no part of a conversation which took place. Here was this report which you have heard read at the instance of the learned gentleman, which was to go out to the shareholders, which is dated the 2d of May, which had been adopted on the Friday. We had therein agreed among ourselves what was the course we should pursue upon that very day. In order that we might ascertain the exact ground we were going on, and that I might not go to the shareholders without knowing all the circumstances, in company with Mr. Crombie I met Mr. Saunders, and the conversation upon which so much is to hang took place. Here we were intending to go on in the

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course which we had been pursuing since 1846, to occupy the country. We wanted to ascertain the grounds upon which we were doing it; and therefore, of course, I went to the Great Western to know whether they would withdraw their Bill, we having been told that they would do so.

4176. You have told us what Mr. Mortimer said, and you have told me the sense which you put upon Mr. Mortimer's words. You tell me you go to Mr. Saunders to inquire whether Mr. Mortimer was not authorised to use those words. You say now, that notwithstanding all that, your conversation with Mr. Saunders had only reference to an armistice for the present Session?—Yes.

4177. You have not yet explained, perhaps you will be kind enough to do so, what was to be the concession of the South-Western as a *quid pro quo*, in this armistice or treaty, for the concession of the Devon and Dorset Bill by the Great Western Company?—I am not going to determine that; I told you that I was not humbugged; I did not believe it, but others believed it. The gentleman who in the autumn before had commanded 12,000 votes, in the spring following, as I tell you, commanded about 700. I was not humbugged nor deceived; but that gentleman who had such power in the autumn had carried away a large number of people; and though I did not believe it, I went to ascertain the fact.

4178. I want to know what the fact is that you went to ascertain; you tell me that it was to ascertain whether the Great Western Company would consent to an armistice for this Session?—I am not quite clear whether the broad gauge interest are altogether united in the advantage of having a competing line to the Bristol and Exeter, from Exeter; and therefore if you ask me what they were going to give up, I have heard it argued in various ways, it is not for me to say how much they give up; you may judge of that for yourself, or the Committee may judge of it; but if you ask me my opinion, I am disposed to think that some of the broad gauge shareholders would not break their hearts if this line were thrown out.

4179. You are answering me in one way, but you are giving me an answer which has no reference to the question I put; you tell me that this armistice was to be for this Session only; I do not ask you whether the Great Western had to give up; that company had its Devon and Dorset Bill; what I ask you is, what the South-Western Company had to give up as a term in that armistice?—I cannot help my answers not being tasteful to you; I am not going to frame them to swerve one way or the other, that they may be so; I understood you to ask me what the Great Western had to give up, in your last question.

4180. My question is, what were you to give up in this armistice?—If we heard that the Great Western Company did not care to make this line, that they did not think it a remunerative line, and only did it because they thought we were going to occupy the country; I wanted to ask them whether it was their intention to make the line or not.

4181. The armistice or treaty includes the terms you have told us; it had, as you say, reference to this Session; what was it you were prepared to concede, if the Great Western would consent to the armistice and concede the Devon and Dorset Bill?—Among the discussions which took place, there was one circumstance, namely, that the Great Western Company we were told, would be willing to bring their line into ours at Dorchester, and some sections of our Board were of opinion that the Great Western coming to Dorchester, would not be so disadvantageous to us (and I was quite of that mind myself) as if they went to Maiden Newton. The withdrawal of their Bill of this year, would undoubtedly have given an opportunity for the construction of their Devon and Dorset line, from a point at Exeter to a point at Dorchester; that was a subject which was from time to time brought before our Board, and was pressed by one or two members of the Board, Mr. Mortimer undoubtedly being one of them; therefore the truce or armistice, with a view to the withdrawal in this Session of the Devon and Dorset Railway, would have afforded an opportunity for that view which was expressed by a section of our Board being realised in a future Session.

4182. Did you say a word of this to Mr. Saunders?—No, not a syllable.

4183. You go to Mr. Saunders about this armistice; what were you prepared to offer, supposing Mr. Saunders had said, "Well, I am content to have an armistice for this Session"?—It was the first time I ever saw Mr. Saunders in my life; Mr. Mortimer professed to know what were the feelings of the Great Western, and

and had represented to the South-Western Board what the policy of the Great Western would be. Hon. *F. Scott*, M. P.

4184. You do not answer my question, what were you to offer if the Great Western Company had said let it be an armistice for this Session, and we will give up the Devon and Dorset Bill; what were you to give up on your part?—Nothing. 24 June 1853.

4185. I suppose the Great Western could have given up the Devon and Dorset Bill without any armistice?—It is very easy to take a bit of a conversation and raise an argument about it, leaving out the whole substance of the conversation. If you will have the kindness to go through it, you will find at the commencement I stated to Mr. Saunders that such and such representations of the intentions of the Great Western Company had been made to us by persons who professed to know what their feelings were; Mr. Saunders shook his head, and I said, "Am I to understand from that shake of the head that you dissent?" He said, "Undoubtedly." I said, "Because it has been so represented to us, and therefore I wish to know whether a truce or armistice, with a view to a withdrawal of this Bill in this Session, could not be come to." He then said, "No, those were never my feelings." Then I said, "Then there is no use in going further." I think that is pretty much what took place; I cannot help it if it does not suit you.

4186. What was to be the character of this armistice; what was the benefit that was to result from this armistice, and from the Great Western withdrawing their Bill?—To us, do you mean.

4187. Yes?—Most undoubtedly, if they did not care to carry their Bill, as we were told, the country would be opened to us.

4188. The withdrawing of their Bill, you know, is only for this Session; the armistice has only reference to this Session; what was the benefit you apprehended to arise to you from the Great Western Company giving up the Devon and Dorset Bill by a treaty in which they were to receive nothing in lieu of it?—I told the Board that I thought it was all humbug, and that I did not think anything would come of it; but I have told you also that those who stated it asserted that they did so on good grounds.

4189. I am not asking you as to the authority?—My answers may not suit you; I cannot help it; I told you I went on account of those representations; and if you ask me what was to result from them, I can only tell you that what did result was that which I thought very likely would. I went with a view to ascertain how far the gentleman who affected to have information on the subject was correct in the information he stated he had.

4190. Was it with a view to save money?—I have told you that we had that intention of occupying that country from 1846; undoubtedly it would probably have saved the money which is being spent in this room now.

4191. By postponing the fight to the next Session instead of this, do you mean?—I take it that a contest here is an expensive affair.

4192. The armistice was only to be for this Session; it left all the parties free to fight next?—We were very like to have fought this year; it was only owing to Captain Moorsom being rather late in completing his plans that we did not get any further.

4193. You are speaking now of a conversation at the end of April in this year; that cannot have anything to do with the proceedings of Captain Moorsom last year; I ask you if you did not make that overture, or hold that conversation with Mr. Saunders, with a view of saving money, and if so, where that expenditure of money was to be saved?—We should have saved all the money which is going every day in this room, and we should have been prepared to occupy the country.

4194. You would have been prepared to fight next Session instead of this?—We should have occupied the country.

4195. You intended if the Devon and Dorset Bill were withdrawn this year, to fight the battle next year?—There has been a division in the proprietary between the central and the coast scheme; but our point has been to Exeter since 1846, and so we should have gone on, and we were lulled into security in the last autumn from the assertions of a broad gauge director sitting at our Board, who said, that there was no intention of the Great Western going on, or I can assure you we should have been *pari passu* with you at all events.

4196. You did not hold that communication, or hold your meeting till the month of May?—If you refer back to papers, which it may not suit you to bring before the Committee at this moment, if you will refer back to October of last

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year, you will find Mr. Mortimer telling our own shareholders that he had had an interview with Mr. Russell, I forget whom else he named, at the Paddington station.

4197. That has nothing to do with my question; if the coast had been cleared by the withdrawal of the Devon and Dorset Bill this year, in pursuance of this proposed armistice, were you prepared to renew the fight next Session?—You are speaking with reference to my having a communication with Mr. Saunders so late as April 1853, and what was to come of a communication so late; I, in reply to that question, said, that if we had not been lulled into a fatal security, we should have been as forward in December 1852, as we have been in former years; but a communication was said to have been held between Mr. Mortimer, who was a broad gauge as well as a narrow gauge director, and Mr. Russell.

4198. If the coast had been cleared by the withdrawal of the Devon and Dorset Bill this year, in pursuance of this proposed armistice, were you prepared to renew the fight next Session?—We have never abandoned it.

4199. You were prepared, then, to renew the fight; I ask you how it could be a saving of money to enter into an armistice this Session, to renew the fight in an ensuing Session?—The Great Western were said not to care to go into the country. We had been informed so by one of the broad gauge directors, who is, as I say, sitting in company with a considerable proportion of Great Western directors; I think four or five upon the South Wales Board are his co-directors, Mr. Brunel being their engineer, and Mr. Saunders's nephew their secretary. They sit at Paddington, and we were told that they had no intention of going into this country. We had always intended to do it, and we most undoubtedly should have done it; therefore, it was only civil to Mr. Saunders to go and ask him the question.

4200. I am asking you these questions to show that Mr. Saunders' interpretation of that conversation is the only one that can possibly be the correct interpretation?—I am not for a moment supposing that Mr. Saunders gave what he believed to be an incorrect version of the story. Mr. Saunders stuck to his three and five years with great distinctness. I can assure you such that a thing never was uttered and never was imagined; I beg Mr. Saunders' pardon; I am sure he did not intend to be inaccurate; but it is not in my view of it, and I am sure I am right; a correct account of what took place; it is a slip of the memory, and I cannot help it.

4201. Was this the account that you gave to your shareholders on the 19th of May; I am reading from the "Railway Times:" "With regard to the second question, he thought it his duty, as chairman of that company, before any report was issued to the shareholders, to take an opportunity of having a communication with some competent person authorised to give an answer as to the intentions of the Great Western. He accordingly sought out Mr. Saunders, and asked him whether there was any chance of the two companies coming to a truce or armistice by which they might save their money, and, he added, he had been induced to do so, from having heard from a person supposed to be authorised to make the statement, that the Great Western were not disinclined to such an arrangement. Mr. Saunders replied that that was not the case; that the Great Western had always from 1845 intended to make the line they were now promoting, and they did so to benefit their own company, without reference to the interests of any other." I observe, at the beginning of that meeting you appear to have stated to the shareholders "The shareholders had signified to the directors the desire that they should attend closely to the development of the traffic, and not incur further expenditure, and likewise, that they should gradually avail themselves of every opportunity to endeavour to enter into amicable arrangements with other companies. The Board had paid implicit attention to those wishes, and while doing so, they had been assured by those who asserted that they had peculiar means of information on the subject, that if they remained quiet other parties would do the same; they had listened to those remarks, and had paid full attention to them, inasmuch as they came from a gentleman having considerable influence with the shareholders, who then sat at their Board; from that gentleman they received assurances, first, that if they remained quiet others would not move; secondly, when others had begun to move it was only from an apprehension of what the South-Western were about to do; and thirdly, that when those parties had gone further, and the Great Western were prosecuting the Devon and Dorset line to the West of Dorchester, if the South-Western Company would give up all intention

tion of ever occupying that district, they would not proceed;" is that a correct representation of what you stated to the shareholders upon that occasion as being the communication from Mr. Mortimer?—I believe it is.

4202. How often has the western extension of your railway, from its present western terminus, been discussed before meetings of your shareholders?—I really do not know how often, but very often.

4203. I mean since the Acts were obtained in 1848, for making lines from Salisbury to Yeovil and from Yeovil to Exeter?—Really I forget now how often, if you recapitulate to me the times, I can tell you; do you mean at the general meetings.

4204. Yes, at special or general meetings, when the shareholders have been convened?—I am inclined to think that there have not been many meetings without those discussions.

4205. I presume also, it was a frequent subject of discussion at the Board?—Of course it was.

4206. Am I right in supposing that the Board of Directors generally, that is the majority of them, were in favour of the Salisbury and Yeovil line, the central line?—Yes.

4207. I believe however, that there was a dissentient minority of the Board who objected to that line?—Yes; the Board up to a certain period were tolerably unanimous in the promotion of the central scheme; then the coast scheme as you have heard, was promoted by other independent parties, their being, as I said in my examination in chief, two engineers, one for the central line, and the other for the coast line. Then in reference to what you have just heard, I may tell you there is a material ingredient, that there was a project which was last discussed at our Board which had connexion with the chances of that Devon and Dorset line coming down to Dorchester instead of going to Maiden Newton. I wish that to be mentioned, because it may appear from the last passage which was read by Mr. Serjeant Wrangham, there has been some inconsistency in what I have said now, and what I said before.

4208. What I wish to know is, whether the majority of the Board were in favour, with a dissentient minority, of the central line?—The majority of the Board were in favour of the central line.

4209. And I believe there was a very considerable part of the shareholders, sometimes a majority, and sometimes a minority, who were opposed to any further extension westward?—I do not think there was ever any test of the majority being adverse to any extension westward.

4210. I have here a Report of the Directors at the half-yearly meeting in August 1849, that would be the year after the Act had passed?—Yes.

4211. I find this passage, "As regards the lines now suspended and not commenced, the directors would repeat the assurance which they gave in October last, namely, that no further engagements in relation to these lines will be entered into until the same shall have been again formally submitted to the reconsideration of the proprietors specially convened for the purpose, and till the whole of the shareholders shall have an opportunity of recording their votes, and a decided majority shall have determined in favour of the prosecution of the undertaking." That is in 1849?—Yes.

4212. August 1849?—I think it was a very prudent remark, considering the period of the year, and the financial difficulties which were then exhausting the country, considering, too, the expenditure which the company had incurred, and when you reflect, too, that the dividend had fallen from what was very high to what was low, it was only proper that though we had power to complete the lines, a certain space of breathing time should be allowed before making them.

4213. In your report to the meeting of the following year, on the 26th February 1859, I find this passage, "In the financial statement, issued by the directors in November 1848, it was proposed to confine the operations of the company to the completion of certain lines then in progress; though stations, warehouses, sheds, &c., are not yet finished, the lines are, as has already been stated, all open for traffic, and there remains not a single mile of line under construction; the directors have, accordingly, been anxious to determine and discharge all liabilities and engagements with a view to a final closing of the capital account at the earliest possible period; it is impracticable suddenly to effect this object, some of the engagements requiring circumspection in dealing with them. The directors have, however, procured renewed estimates of all further demands

upon the capital account, and the result, with a comparison of their former estimate, will be shown as follows." Then there comes a statement of figures: Capital called up and entitled to dividend to December of the previous year, so much; loans to the same date, so much; total share and loan capital on the 31st of December 1849, exclusive of deposit on preference shares. Then there comes out, standing liabilities estimated and required for land and many other things, 523,000*l.* towards which the following sums are applicable, leaving to be further provided out of the earnings of the company, 96,673*l.* At the time that that statement was issued, that report of your directors at the beginning of the year 1850, when you speak of your anxiety to determine and discharge all liabilities and engagements, was not it understood on all hands that the western lines were gone?—I do not think it was understood at all on all hands.

4214. By the directors who placed that report before the shareholders?—You will find pretty quickly that there are parties coming to treat and deal with the directors for the occupation of the country, and you will find the company is dealing and treating with those gentlemen.

4215. I am asking you whether, at the time that the directors issued that report to their shareholders in February 1850, telling them that they were preparing to wind up finally the capital account with all speed, they did not mean the shareholders to understand by that statement, that the question of extensions westward was abandoned; how else could they close the capital account?—With regard to closing the capital account, I believe that the closing of the capital account may nominally be done, but in reality it is hardly possible; that is my experience.

4216. When you speak of closing the capital account, I presume you do not contemplate the construction of lines not begun, which are to cost a couple of millions, or something of that kind?—The shareholders at that time were undoubtedly in a very great state of exhaustion, and, as I said, the dividend had sunk from about 7 per cent. to 3 per cent. The capital which I think had been expended in 1846, was 2,623,000*l.*, and the capital which was expended in February 1851 was 8,393,695*l.*; therefore the shareholders undoubtedly thought the capital was going rather too fast and too far, and that there had been a pretty smart outlay of capital.

4217. The shareholders felt it, I suppose?—Yes.

4218. And they wanted to have done with new works, and close the capital account?—There is always, and very naturally, such a feeling.

4219. It was so in this case; the shareholders, smarting under that great outlay of capital, were anxious to have nothing more to do with new works, and to close the capital account?—I suspect, on most lines, if they could be quite sure that other parties would not come forward to rob them of their traffic, they would be very glad to remain without an extension of works. It is the apprehension of injury from other parties that induces railway companies either themselves to construct lines, or else to enter into working arrangements with independent parties bringing traffic upon their lines. I confess I think it more desirable to enter into working arrangements with those parties who may bring traffic upon our lines, and, therefore, to close the account; but if adverse parties come into a country which is naturally ours, I mean which has been granted to us by Parliament, we should rise as we do now to oppose any such invasion of our territory, and give a well-considered and deliberate pledge to occupy the country ourselves. We should be very glad to see the country occupied by independent parties; we encouraged the landowners to do so, and we entered into arrangements with them for the purpose. We should have been very glad to close the capital account. Mr. Locke and others had promoted the line, and we entertained the proposal, but the terms of the proposal were not satisfactory to the shareholders; and you have upon the minutes the report of the committee, which said that they did not like the terms. Then there was the coast scheme, and they knocked each other's heads together.

4220. Am I to understand you to prefer the line being made by independent parties under working arrangements with the South-Western Company, to the South-Western Company making it themselves?—If you can get it upon terms to spare your capital. I believe there is great difficulty in doing it. We have tried it in this instance on several occasions, and the consequence of having tried it has been, that we have been induced to find the capital, and do it ourselves. In 1849 we were labouring under great difficulties. We had raised our capital from

from 2½ millions to 8½ millions; and, therefore, we had rather have seen our neighbours come and work to us upon our line, than spend further capital ourselves.

4221. I think I understood you to state that you preferred an arrangement of that description with other parties, to the outlay of fresh capital upon the part of the South-Western Company itself?—In a large proprietary you always have dissensions and differences of opinion.

4222. I am asking you your opinion?—You must allow me to give my answer in my own way; when we have got a large and divided proprietary entertaining different opinions, it is naturally the wish of every director, and of myself as chairman, to conduct matters with as much harmony as possible. If therefore we can secure to ourselves the advantages of a traffic arrangement without the outlay of capital, we are likely to go on with greater harmony among our shareholders; having tried it in this Dorchester country, we are now prepared to undertake the thing ourselves.

4223. Do I understand you to agree or otherwise with this statement, in the report published the other day; that "assuming this to be determined in the affirmative, they have then to choose whether they will execute the line themselves or aid other parties to do so. The directors do not hesitate to recommend the former course, and that this company should themselves raise the necessary capital and seek the necessary powers for that purpose"?—Yes.

4224. You agree with that?—Undoubtedly I agree with it, for the very reason I have stated, that we tried with those two rival engineers who possess great influence in the country; they knocked their heads together and knocked us down between them, so that we thought the best thing was to undertake the country ourselves and have the whole thing under our own control. If you fill up a blank sheet of paper without those premises, I would rather avoid spending the capital of my shareholders, and get others to make the lines; we are doing it in other quarters; I can point out places where there are lines proposed to run into us, we sanctioning a working arrangement, and gladly doing it rather than spend capital ourselves.

4225. Having, in your report in February 1850, stated that you were prepared to discharge all outstanding liabilities, with a view of closing your capital account, did you, in your report of February, in the following year, recommend the restoration of the Crediton line, west of Exeter, to the Bristol and Exeter Company?—I should like you to refer to the report.

4226. I believe that the Crediton line was in the course of construction on the broad gauge, and nearly completed?—It was changed so often, that I forget what it was first.

4227. I think you will remember it. The Exeter and Crediton line, I think, had been made under an Act of Parliament, by which powers were taken to lease it to the Bristol and Exeter Company?—I believe so.

4228. Therefore it was broad gauge?—Yes.

4229. The Exeter and Crediton line running into the Bristol and Exeter Railway?—Yes.

4230. I believe when the South-Western Railway Company entertained its central projects through Devonshire and Cornwall, it became an object with them to get possession of the Crediton Railway?—I think so.

4231. And I believe they did it by purchasing largely in the capital of the Exeter and Crediton Company?—Yes.

4232. I believe they took up the broad gauge, and laid down the narrow?—I believe they did.

4233. Was that done in the years 1847, 1848, and so on, when those Bills were going through Parliament?—I should not like to speak off-hand. My attention was not drawn to it in my examination-in-chief in any way.

4234. I believe it was about that time?—Very likely.

4235. Now we come to the report in February 1851: "The Exeter and Crediton Railway, six miles long, in which this company hold a considerable stake, the works of which are completed, and by means of which the Taw Vale Railway communicates with Exeter, has recently been let to the Bristol and Exeter Company, subject to the approval of the shareholders, at the rent of one-third of the gross receipts; from that, however, the cost of relaying some portion of the rails will have to be deducted." At that time, am I to understand that the directors of the South-Western Company had consented to restore the Crediton

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and Exeter Railway into the hands of the Bristol and Exeter broad gauge Company?—The Bristol and Exeter broad gauge Company in the same way as the South-Western narrow gauge, were large shareholders; I forget exactly what are the respective proportions, but we are each large shareholders.

4236. I believe by the influence of the South-Western Company for some years that railway had remained unused, and the shareholders, that is, the South-Western Company had declined to execute the lease to the Bristol and Exeter Company?—Yes.

4237. In 1851 they consented to do it?—Yes.

4238. I observe there is to be a deduction from the rent of the cost of relaying some portion of the rails; was that the cost of taking up the narrow gauge which had been substituted by you for the broad, and relaying the broad?—It is very likely that it was so; while it remained simply narrow gauge, with an outlet only upon the broad gauge at Exeter, we could not use it; there was no stock, and no approach to Exeter. Our shareholders having an interest in that line, of course, were not satisfied with all this line of railway remaining useless, and it was naturally our wish to make it profitable, and therefore we entered into an arrangement with the Bristol and Exeter Company to lay down the broad gauge, and to run with their plant from Exeter to Crediton, upon certain arrangements, they getting part of the profit and we getting part of the profit; but, if my memory serves me rightly, both gauges are laid down there. We kept the narrow gauge, and the laying of that rail was an additional rail which was laid down alongside the narrow gauge, making it a double gauge, so that the narrow gauge remains there; I think that is the history of it.

4239. I think it was referred to the Board of Trade, and they declared that it should be restored to be a broad gauge line; there are no narrow gauge rails upon it?—I believe I am speaking the fact in saying that the narrow gauge rails are there.

4240. The facts are, at all events, that it was originally broad gauge; you bought some shares in the company, and turned it into narrow gauge?—Yes.

4241. And now it is, without squabbling about whether there be narrow gauge rails as well as broad, worked as a broad gauge line?—It began as broad gauge; we made it narrow gauge; we failed to get to Exeter, and now it is broad gauge.

4242. And leased to the Bristol and Exeter Company?—Yes; I ought to say that the lease upon which we let it to the Bristol and Exeter Company is just on the point of expiring, therefore I do not know that there is much to be got out of it. The Bristol and Exeter Company are running their plant over it, but their lease is just about to determine.

4243. You tell us that a Bill was introduced for a coast line in the Session of 1852, which was lost on Standing Orders?—Yes, I think so.

4244. Did the promoters of that Bill receive any aid from the South-Western Company, of course I mean the substantial aid of pecuniary assistance?—I do not think they received aid from the company, but we entered into arrangements.

4245. I only want to know whether there was any assistance in the way of capital given either to the coast line or the central line, in the Session of 1852?—I must look to see, for fear I tell you a wrong date; we have recommended aid to be granted at different dates, and I should be sorry to tell you that we did it at a wrong period; whether it was in 1852 or not I cannot say.

4246. In that year there was Captain Moorsom's line brought forward, which was lost on Standing Orders?—Yes.

4247. You cannot remember whether the South-Western Company gave any pecuniary assistance to that company?—I cannot; but I think you will be able to get evidence of that from some other quarter.

4248. This may recall it to your mind; you tell me that there was also a central line then prepared for Parliament, which failed for want of deposits?—Yes.

4249. The deposits were not paid?—No.

4250. I presume, therefore, they had not any pecuniary aid from the South-Western?—No.

4251. But the Board were more favourable to the central than to the coast line?—Undoubtedly.

4252. Therefore,

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4252. Therefore, I presume, if you did not help the central, you were not likely to have given pecuniary assistance to the coast line, which you did not like so well?—Probably as far as favoritism went, we were at that time very much of necessity governed by the expression of opinion of the shareholders, and of the Committee which I have referred to; it was in that very Parliament that the Committee had expressed themselves very strongly; how our inclination and leaning might be I cannot say. We were at first in favour of the central line as a Board; the body of shareholders were in favour of the coast line, therefore we adopted the coast line, and so it stands. I always thought from the first that both would be made.

4253. The directors had made a provisional arrangement, had not they?—Yes, we had made a provisional arrangement, which was submitted to the Committee.

4254. Does not that recall to your mind whether you are not clear that the South-Western Company gave no aid to the coast line in 1852, I mean as a company or a board?—I should be very glad to inform you of that; it was in the winter of 1851 that the Committee expressed that opinion. Whether, after the expression of that opinion, the Board in the beginning of the year 1852, in consequence of their opinion in favour of the coast line were disposed to give any aid or not, I am not able to say.

4255. I do not want the disposition, I only want the fact?—I had rather you got the admission or denial with more certainty than I feel competent to give it at this moment; there are so many different dates, that one gets confused.

4256. In the August of that year, 1852, there was a general meeting of the company?—Yes.

4257. At that meeting were the two plans submitted to them, of the central and the coast line; were they both discussed?—In reference to the questions which were asked me as to the August meeting, I must tell you that the July and August meetings were just at the time of the general election. I was down with my constituents in Scotland; therefore my information upon that subject is from the records of the office of the resolutions which were passed; then I was present myself on the 24th of September.

4258. The meeting you spoke to was a meeting on the 17th of August, I think; you spoke of a meeting on the 17th of August?—Yes; I spoke to resolutions which were passed at that meeting.

4259. I will read the concluding passage of the report: "Before the motion was put, Captain Moorsom made another effort." I should tell you that the resolution is upon the question of a central line, which is, "That in the opinion of this meeting it is very important to the security of the interests and property of this railway, that the originally designed extension line from Salisbury to Exeter should be carried out without delay." "Before this motion was put, Captain Moorsom made another effort to get a clause added," Captain Moorsom was the promoter of the coast line, I understand?—Yes.

4260. Mr. Locke said he should not object to the addition if the word "Bridport" were substituted for Dorchester. "The gallant Captain's motion only found two supporters." Does your memory serve you whether the coast line had only Captain Moorsom, plus two supporters?—My memory refers to the resolutions which were passed at that meeting, which I had from the records of the office, and not to a meeting at which I was not present.

4261. Did Mr. Chaplin, who then occupied the chair, use these words; "Have you any scheme which will hold water. If you have, you have no money to carry it out; I wish to speak in the gentlest way, but this meeting was perfectly humbugged last year, and a committee was formed which only led to delay"?—I was not present at the meeting, nor was I chairman of the company at that time. I do not know whether that is a correct report of the proceedings or not; it was not a very civil remark, but Captain Moorsom was not daunted by it; he came up and at it again like a gallant captain.

4262. I ask you the question in order that I may assist your impression whether or not any pecuniary aid had been given by the company to the coast line, which the then chairman of the company had designated as humbug?—It only assists my memory in telling you that I was in Berwickshire at the time.

4263. You spoke yourself of the meeting?—I spoke of the resolution of the meeting.

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4264. The chairman was Mr. Chaplin?—If it was Mr. Chaplin, it was not done with his usual courtesy and civility.

4265. He has been chairman up to last December. I believe, from almost the commencement of the South-Western Railway?—He had been a long while chairman, and a very good chairman he was.

4266. He was intimately acquainted with the general affairs of the company?—Few men better.

4267. I understand you that on the 24th of September another meeting was held?—Yes.

4268. No decision was come to, then, I understand?—There was a great deal of talk.

4269. And a great deal of dissension?—I do not know about a great deal of dissension; there was a vast deal of talk, and a vast deal more than was profitable, but the talk proceeded all along from very much the same parties. We are blessed at such meetings generally with the presence of several gentlemen who are very fond of hearing their own voices, and who have had also the advantage of having shares in the Great Western as well as in the South Western Company. They come and assist us at our meetings very generally; occasionally we have the auditor of the Great Western Company objecting to our narrow gauge proposition; he is supported by the auditor of the South Wales, and they ring the changes at all our meetings. They got up to be a strong party in the course of last autumn, but I think we have knocked them down now.

4270. Were not there other parties, not Great Western parties, whose war-cry was, "No further Western Extension"?—There was a large party whose war-cry was against the central scheme. "No central scheme, but the coast scheme." They were joined by a party, I do not know if they are not a sensible party, who were against all further outlay.

4271. May I take my learned friend, Mr. Serjeant Gaselee, as being the leader of the party in the South-Western Company who were against all extension?—The learned Serjeant asks a question of me respecting another learned Serjeant whom we have at our meetings. I believe he is not the type of progress. I do not know, with all respect to him, whether he has not been the type of every proposition of every description. When I first joined the Board, he said, "I am glad now we have some new blood; we shall be going forward to the west; let us go forward to the west." He said it in that emphatic manner with which he carries away himself. That went on for a time, and now I do not know what he is; but a few months ago he was as little for going forward to the west as he used to be strongly in favour of it.

4272. Was that about the time when he was elected a director of your Board?—He had gained suffrages from all sides, because he had gained the suffrages of those who were in favour of extension by his strong arguments in favour of going forward, and he had gained the suffrages of those who were adverse to it by his powerful arguments against all progress; therefore he was entitled to the support of both sides.

4273. Did not he canvass for a seat in the direction upon the ground of no extension lines?—I think you had better call the learned Serjeant to know what his own meaning is, better than I can tell you.

4274. I ask you whether he canvassed on that ground for a seat in the direction?—You must judge of it. All I can tell you is, that the directors were seven to one in favour of going forward.

4275. You have told us the feeling of the directors, and I assume that they are in favour of the central line; what I want to know is, whether Serjeant Gaselee did not canvass upon the score of no further extension westward, and was returned as a director upon that principle?—I cannot tell you that, because I do not know upon what grounds he did canvass; he had advocated both sides, but this I can tell you, I canvassed in opposition to him, and I beat him.

4276. At the last election he was returned?—Yes, he was not opposed; so would you be returned if you were not opposed.

[The Witness withdrew.

[Adjourned to Monday next, at Twelve o'clock.

Lunæ, 27° *die Junii*, 1853.

WILLIAM BECKETT, Esq., in the Chair.

The Honourable *Francis Scott*, a Member of the House, was further Cross-examined by Mr. Serjeant *Wrangham*, as follows:—

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4277. AS to this meeting in May, this year, of which we were talking, I see it is mentioned there by yourself, "I think that the line might be made for 700,000 *l.*, from Dorchester to Exeter"?—Yes.

4278. Was that to be a double line?—It was calculated at 700,000 *l.*, with bridges and culverts, and works for a double line, but a single line of rails only.

4279. Bridges and masonry, I suppose, for a double line, and land?—Yes.

4280. But the works were to be carried out as a single line; with reference to this question of single line, the Southampton to Dorchester, as we know, is a single line?—Yes, as I said on Friday, up to six miles.

4281. Up to six miles, at the Southampton end?—Yes.

4282. But are the works upon that line all of them fit for a double line?—Yes, I believe so.

4283. All the earth-works?—I think so.

4284. You do not speak with confidence upon that subject; I understand that the earth works are not so?—My impression and my recollection of travelling on the line is, that it is so; but I should be sorry to state what is not the fact; I believe it to be so; in short, I have very little doubt that it is so. Six miles it is double, and the rest single, with works for a double line, and an obligation to double it when our receipts mount up to about 8,000 *l.* beyond what they are now.

4285. Then, in point of fact, it would be ballasting and permanent way, which would require doubling upon that line, I presume?—I presume so.

4286. You say that when the receipts amount to 65,000 *l.*, the Board of Trade can require you to double that line?—Yes.

4287. I see there is an Appendix to this Report to the meeting in May, showing the earnings of the Dorchester line, Appendix (A.) at the foot of the page, since 1848, giving six years?—Showing an increase of 20 per cent., I think, in five years.

4288. Four years?—I believe it is; however, the thing speaks for itself.

4289. In the last of the years that I have, I see here the increase appears only to have been 2 per cent.?—What year is that compared with.

4290. 1848, 7½ per cent.; 1849, 5 per cent.; 1850, 6 per cent.; 1851 (which I presume is from 1851 to 1852), 2 per cent.?—I do not know; I should think that that must be a comparison with the year of the Exhibition, which makes it smaller; the Exhibition was an exceptional year.

4291. That is he last of the four years, at all events; during those four years, the broad gauge line down to Dorchester has not been in existence?—No.

4292. Have your Board ever formed any opinion as to the effect upon your Southampton and Dorchester traffic, of the opening of that line to Dorchester, the line down to Frome?—We have always thought that as the broad guage was increased in that country, so it would affect our traffic, undoubtedly.

4293. I think you reported to your shareholders your opinion that the completion of that line to Dorchester would carry off a great deal of your Southampton and Dorchester traffic?—Whatever we reported, you will find in the Report.

4294. It is preparatory to that meeting in September of last year; it is very short: "Report of the Board of Directors, submitted, together with the Report of the Associated Committee to the Proprietors, on the 24th of September 1852. The Board of Directors, in submitting to the special general meeting the joint report which is the result of the interviews which have taken place between the directors and the shareholders associated with them under the minutes passed at the last meeting, on the 17th ultimo, thinks it right to express briefly the opinion of the Board on the contents and subject of that report, which

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is as follows: That, in the opinion of the Board of Directors, the proposal of a central extension line from Salisbury to Exeter, on such modified terms of co-operation with a body of independent subscribers (finding half the capital), as those set forth in the Report of the Associated Committee, may, with advantage to the interests of the proprietors of the London and South-Western Railway Company, be proceeded upon, special care being taken that in the carrying out the arrangements with any body of independent subscribers to the proposed new line, every proper provision to protect the interests of the South-Western Company be inserted. The Board has further to state, that, since the last meeting in order to see if unnecessary expenditure might not be avoided in the district west of Salisbury and Dorchester, in which railway communication is at present, in some respects incomplete, and in other respects altogether unprovided, an interview of a chosen number on either side of the directors of the two companies has taken place on this point, so important to both companies. The result of this interview was merely to establish that the directors of the Great Western Railway Company did not consider themselves in a position to arrest the progress of their works, which will connect in a continuous line, Weymouth (by way of Yeovil and Frome) with London; which line is entitled the Wilts, Somerset and Weymouth, or a portion thereof. The inevitable effect of completing such a line will be to deduct a large portion of the revenue of this Company, now obtained at the Salisbury and Dorchester Stations, from the district and towns which will be served by the Wilts, Somerset and Weymouth line, if completed. The shareholders must, therefore, either take on themselves the responsibility of hazarding this amount of revenue, or now authorize their directors to take the necessary steps for carrying out the proposed central line." That was dated 24th September, or submitted on the 24th September, in last year, to the proprietors?—Yes.

4295. And thereupon that poll was taken, which determined the question of the extension in the negative?—Yes; I forget what the date of the poll was; it was one of the adjourned meetings.

4296. It was adjourned, and the poll taken was some time in October; I observe here that you speak of your design?—Where do you come to now.

4297. This is the same report; in reference to your report, I observe there that you sought an interview (a deputation with the directors of the Great Western Company) to see if expenditure might not be avoided in the district west of Salisbury and Dorchester, applying to both extensions, westward, apparently?—Certainly.

4298. I find, in a circular issued by your secretary, Mr. Wyndham Harding, dated October 11th, this. I think the poll on the adjourned meeting took place on the 26th of October?—At the end of October; yes.

4299. On the 11th of October, I find the Secretary writing this circular, "Sir, I am instructed to acquaint you that a special general meeting of the proprietors of this company will be held at 12 o'clock on Tuesday, the 26th October 1852, at the London Tavern, Bishopsgate-street, for the purpose of considering and deciding upon the policy and proceedings to be adopted by the company with reference to the proposed extensions from this railway to Exeter, including the provision of such capital as it may be thought expedient that the company may subscribe thereto, and of authorizing the necessary measures for carrying the determination of the meeting into effect." Then, "I am further to state that, in the event of your not knowing any shareholder certain of attending the meeting to whom you might entrust your proxy, you are at liberty to fill in the name of, and address the proxy form to any of the following directors." Then there is a list of the directors who are in favour of the extension, and those who are against it?—Yes; what was the number; how many were in favour.

4300. I think there are about two to one, or more, I should think; nine for, and four against; you were not the chairman, then, I think?—No.

4301. Mr. Chaplin was still in the chair?—Mr. Chaplin was.

4302. I dare say you recollect a circular addressed by Mr. Chaplin also, on the 11th of October, the same date as that official circular of the secretary. I will not trouble you by reading the whole of it to you; but the object of the letter is to urge the propriety to vote for the extension. Mr. Chaplin, I believe, was a very warm advocate of the central line?—I think you will find his name in the majority.

4303. Yes, he is there. "It has been urged that the Great Western are willing to remain passive if we would do so, and yet, while these statements are made, we find that

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that company busily occupied in maturing its plans for the permanent exclusion of our company from the district west of Salisbury, which has been already (that is in 1848) granted by Parliament to this the South-Western Company. As regards the terms now under discussion, let me observe, that only last year the Great Western Company made a voluntary sacrifice for 25 years, of no less a sum than 700,000 *l.*, the amount expended on the Wilts and Somerset line, in order to induce a company to complete that line to Weymouth, in connexion with them. Now, let me say, as regards the movements of the Great Western Company, and of the Bristol and Exeter Company, notwithstanding the statements that have been hazarded to the contrary, as a fact, they are both engaged in preparing their plans for occupying the western district, in a manner so as efficiently and permanently to exclude the South-Western Company's lines from the west. We must also remember, that the directors of both these companies have obtained full powers from their proprietors to promote these lines; and it therefore appears to me, that if the proprietors of the South-Western Company do not arm their directors with similar powers, and enable them to seeure for you the country, which, as I have before stated, Parliament has already assigned to our company, you will, in my opinion, jeopardize the large property which is now invested in the South-Western Company's undertaking." Then, it goes on, and winds up with this: "I will therefore conclude, by recommending you to decide in favour of going on with the extension in the next Session of Parliament, under powers to be included in the Bill to be applied for by the Salisbury, Yeovil and Exeter Railway." Why I read these passages from Mr. Chaplin's letter is this: having drawn your attention to what Mr. Chaplan says of the movements of the Great Western Company and the Bristol and Exeter Company, in preparing their plans for occupying the western district, I cannot, perhaps, ask you what Mr. Chaplin referred to, but I would ask you, whether at that time the Board of Directors were cognizant of the intention of the two broad gauge companies, to proceed with the Devon and Dorset line?—It is difficult for me, perhaps, to tell exactly to the Committee what the learned Counsel wishes; your question is, what was Mr. Chaplin's object.

4304. No, whether the Board of Directors were cognizant at the time when this letter was written, of the intention of the Bristol and Exeter, and the Great Western, to promote the Devon and Dorset line?—Mr. Chaplin's letter, and the information which we received from other quarters, gave us that account. Mr. Mortimer's confident statement, an influential member of the Board, who had defeated the Board last autumn, by having 12,600 against 12,000 odd. Mr. Mortimer's confident statement, from his connexion with the broad gauge interest was, that there was no such intention. The weight which he had with the proprietory and with us at that time, induced us, undoubtedly, to hold our hand; the more so, as he was the only individual member of our Board who was present at the interview, which has been alluded to with the Great Western Board. I may tell you that I was another member of the deputation from the South-Western, appointed to meet the deputation of the Great Western upon that occasion; but owing to my absence notice for the deputation did not reach me in time. Mr. Mortimer accordingly went there alone; and having been present at that deputation, he continually assured us and the proprietary at the general meetings, that there was no intention on the part of the Great Western to proceed. Bound to believe that he was authorized and informed by the Great Western, we left ourselves in the position in which we remained; and the statements which have been read as to our desire to remain quiet, undoubtedly were fortified from the desire of other parties to come to us, that we should get their traffic, as I said, in my evidence on Friday, without being at the expense of capital. I do not know whether that answers your question exactly.

4305. Not quite. I find, on the 11th of October, at all events, Mr. Chaplin urging the proprietors not to hold their hands, but, on the contrary, to give full powers to their directors to proceed with Bills in this western district, as the Great Western proprietors had given their directors power to do so?—Yes; and you find a member of the Board, a Great Western director also, the only one who was present at that deputation, telling the shareholders and the directors that there was no occasion to do otherwise than to hold their hands, for that he had had an interview at Paddington, and that he knew the sentiments of the Great Western; and you find him, upon the poll being taken, prevailing, as I say, by a majority of the two companies, against the opinion of the rest of the Board.

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4306. After that meeting of the deputation, I think this Report is made, which I have already read to the Committee, submitted to the meeting on the 24th of September, that is, after the meeting of the deputation of the South-Western and Great Western directors?—Yes.

4307. But "the result of this interview was to establish that the directors of the Great Western Railway Company did not consider themselves in a position to arrest the progress of their works which will connect in a continuous line, Weymouth (by way of Yeovil and Frome) with London, which line is entitled the Wilts, Somerset and Weymouth, or a portion thereof;" there is no concealment of it?—Not the least; that is not a question of western extension; that is a question of your north and south red line.

4308. "The inevitable effect of completing such a line will be to deduct a large portion of the revenue"?—So we calculated.

4309. "The shareholders must therefore either take on themselves the responsibility of hazarding this amount of revenue, or now authorise their directors to take the necessary steps for carrying out the proposed central line." That is the Report of the directors to that meeting after the interview between the deputations of the two Boards?—The meeting of the deputations of the two Boards was more with reference to the east and west than the north and south, what the Committee is upon here now; that was the object, as I understood it.

4310. We can only deal with the Report as we find it. At all events, was the statement made by your directors to your proprietors in that Report submitted to them on the 24th of September?—Quite so, with reference to the north and south line, the Wilts, Somerset and Weymouth line.

4311. It is with reference to the railway communication in the district west of Salisbury and Dorchester, the Report says?—Yes, the Wilts, Somerset and Weymouth line, quite so.

4312. I suppose you were in possession at this time, on the 11th of October, even as early as that, of the resolution of the Great Western proprietors, authorising their directors to go on with the Devon and Dorset line; it is referred to here?—If it is referred to, undoubtedly we had it.

4313. "We must also remember that the directors of both these companies," that is, the Great Western Railway Company and the Bristol and Exeter, "have obtained full powers from their proprietors to promote these lines; and it therefore appears to me, that if the proprietors of the South-Western Company do not arm their directors with similar powers, and enable them to secure for you the country which, as I have before stated, Parliament has already assigned to our company, you will, in my opinion, jeopardize the large property which is now invested in the South-Western Company's undertaking"?—Yes, that was precisely the opinion upon which the directors acted; and with reference to this, I should really liked to have referred to the speeches which were made by Mr. Mortimer at the public meetings, because they will show how he said that it was merely as matter of defence, that the Great Western Company did not want to do it; and he said so to our Board repeatedly, that they would abandon it, only they were taking it up because they thought that we were going to occupy the country; that is it.

4314. But, however, your Board, or at least Mr. Chaplin, does not appear to have been at all misled by it?—Nor was I.

4315. Nor the Board at large apparently, from the language of their report; I suppose this circular and letter were sent round with the proxies?—Yes; and the only parties who were misled were, as I say, a large body of the shareholders, who voted 221 majority against us.

4316. The 11th of October is the date of Mr. Chaplin's letter and the Secretary's circular; on the 24th of September is the report of the directors of the meeting of that date, and on the 26th of October is the poll of the proprietary at large of 12,600 and 12,300?—The last of those adjourned meetings gave the poll, and brought a tedious thing to a close, so far as it went.

4317. I believe your secretary, Mr. Wyndham Harding, had communicated to the promoters of the coast line, the Dorchester and Exeter line, previously to this month of August or September 1852, that their project, the coast line, would be submitted to the proprietors at their meeting on the 17th of August?—I think so.

4318. There is no doubt it is so, because I hold here an extract from the proceedings of the Court of Directors of the London and South Western Railway, dated

dated 16th July 1852. "Western Extensions: The Board has received and considered the proposals of the promoters of the coast line, under date, 25th ultimo, and, in reply, beg to state, that in pursuance of the instructions of the proprietors, when the subject was last before them, they have called a special general meeting, for the 17th of August, to be held after the ordinary half-yearly general meeting, at which they will state plainly their opinion on the proposals which have been made to them both by the promoters of the central line and those of the coast line and extension; and, also, as to the course which they recommend their proprietors to take under the circumstances." Then came the meeting of the 17th of August, at which these plans were debated, the coast and the central extension; that came, by adjournment, to the 24th of September, at which the report was presented, I think; and then, on the 11th of October, there were the two circulars of Mr. Chaplin and the secretary, and, on the 26th of October, the poll; have you ever made an estimate of the cost of doubling the Dorchester line?—I am not an engineer; I do not pretend to know it; but I fancy, from a general knowledge of such things, that it would be between 2,000 *l.* and 3,000 *l.* a mile.

4319. It would be somewhat more than that, I think, would it not, for laying the permanent way and a double line?—Not as I believe; not as I am informed.

4320. By the *Committee.*] That would be 150,000 *l.*; you have done six miles?—We have done six miles, therefore you must take six off 60; that would be 54; that would be 108,000 *l.*

4321. That is at 2,000 *l.*; you said from 2,000 *l.* to 3,000 *l.*?—From that to 150,000 *l.*

4322. Mr. Serjeant *Wrangham.*] I presumed that probably the Board might have inquired of their engineer what would be the expense of duplicating of that line?—We have always contemplated it; and when the time comes we shall do it; in short, if we got our Bill to Exeter we should do it the next day; those things cannot be done in a day, quite.

4323. I do not suppose you are going to do it till you are obliged, but still, as we rather understood from you that you are looking to the necessity arising, I ventured to think that the Board of Directors might possibly have obtained from their engineer some notion of what it would cost to do this thing; you have not?—I tell you so.

4324. Mr. *Forsyth* (through the *Committee*).] With reference to the petitioners whom I represent, not having petitioned against the Bill promoted by the South-Western Company, a Bill for connecting Basingstoke or Andover with Salisbury, was not the complaint of the petitioners whose petition has been referred by the House of Commons to this Committee, as against the South-Western Company, that that South-Western Company had not fulfilled their engagements in making the direct line as between Basingstoke and Exeter?—Yes, I believe it was.

4325. Is not this Bill now before Parliament; a Bill for constructing a portion of that central line, namely, the part between Basingstoke or Andover and Salisbury?—Undoubtedly, up to that point it is.

4326. Therefore, in fact, we could not possibly complain of your doing that which is a partial fulfilment of what we call your engagement?—You were not likely to do so.

Re-examined by Mr. *Johnson.*

4327. With regard to duplicating the line between Dorchester and Southampton, I understand you to say that though no estimate in detail has been prepared of the expense of doing so, you have consulted the engineers as to the probable amount of the cost?—Yes, I personally have done so.

4328. You did not profess to give my learned friend the result of an estimate in detail, but you have ascertained that the probable cost would be from 2,000 *l.* to 3,000 *l.* a mile of the unfinished portion of the line?—I have the best authority, perhaps, in England for saying so.

4329. With regard to the circular addressed to the shareholders on October the 11th, 1852, and also that by Mr. Chaplin of the same date, my learned friend asked you as to what the views or opinions of the directors were with regard to the intention of the Great Western and Bristol and Exeter to go on with their western schemes; as I understand you, Mr. Chaplin was of opinion that they did

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intend to go on with the schemes, and so were you yourself?—Undoubtedly; that was our conviction, I may say.

4330. But am I right in adding that the shareholders, or such of them as took part against the extension (the central extension it was then), were warped in their opinion by the opinion expressed by Mr. Mortimer?—In the cross-examination you heard the importance which was attached to Mr. Mortimer's influence, and not unduly attached, in last autumn; he had that effect and that influence, and he prevailed with a large number. He did not mislead me, as Mr. Serjeant Wrangham justly said, nor Mr. Chaplin; our expressions were in accordance with our belief, but we did not persuade the shareholders at that time.

4331. I want you to explain this. In point of date, as I understood your answer to my learned friend, the circulars of the 11th of October were subsequent to the meeting of the Great Western Company, and also of the Bristol and Exeter Company, in which they had indicated their views of going to Parliament for extensions to Exeter, taking, I believe it was, preliminary measures. Mr. Chaplin, I see, at the meeting remarked, that an alteration was made in the resolution limiting the power of the directors to take preliminary measures, and in this form it passed. This was the resolution, to which my learned friend referred, of the Great Western meeting?—What is the date.

4332. August the 14th, the journal is; I do not know what day it was held. On Thursday the 12th?—Of August.

4333. As I understand it, it was after a resolution by the Great Western Board, which empowered their directors to take preliminary measures, or whatever the form was, for proceeding with these lines to the westward. Was it after that meeting that Mr. Chaplin issued that circular of the 11th of October?—In consequence of the information to that effect, the question was discussed at the Board; Mr. Chaplin took one view, and Mr. Mortimer took another.

4334. Quite so; but I want to explain, that although the Great Western had intimated their intention of authorizing their directors to take preliminary measures, and Mr. Chaplin was impressed with their sincerity in so doing, and so expressed himself, and issued that circular; the shareholders were biased at the meeting, notwithstanding that, by the opinion expressed by Mr. Mortimer?—Undoubtedly they were so.

4335. Were the observations made by Mr. Mortimer after that meeting of the Great Western proprietary, and also after it was known what the result of that meeting had been?—If you give the dates, they will show it; the preliminary meeting was in August; the observations alluded to were in September and October, of course, subsequent if it is in the same year.

4336. Had Mr. Mortimer's observations, addressed to your proprietary at the South-Western meeting, reference to the resolutions which had passed at the Great Western meeting, when he said that their object was only one of precaution?—They had; and when it was alleged that they were even surveying the ground, he denied it *in toto*; he said they were not: a gentleman at the meeting said, "Why they are surveying the ground;" and my recollection is, that he contradicted that statement with much confidence; but I would rather not let it rest upon my authority.

4337. At all events, without going more at length into the discussions which took place at the meeting of the South-Western subsequently to that, was not there a great controversy of those who believed that the Great Western Company intended to go forward, and those who were actuated by the opinions expressed by Mr. Mortimer, that they were not sincere, and that they were only matters of precaution, taken to exclude you from going into that country?—A great controversy, which gave them the majority, when allied with the promoters of the rural scheme; because it was not the opponents to all progress which gave the majority alone, but the adherence of Mr. Mortimer in the forbearance of the Great Western, and the promoters of the coast scheme, who were opposed to the central; that gave them the majority.

4338. With regard to the years 1851 and 1852, I think my learned friend suggested to you that the increase in the traffic between Southampton and Dorchester, as between those years, was only some 2 per cent.?—That impression might be left upon the minds of some; it was 20 per cent., I think, in four years.

4339. Was 1851 rather an exceptional year, as being the Exhibition year?—Yes, undoubtedly it was, over all railways; every one knows that.

4340. But

4340. But independently of the year 1851, may I assume that the increase of revenue upon the Southampton and Dorchester has been gradual and progressive?—Decidedly; without exception.

4341. One thousand eight hundred and fifty-one may be, and I should say would be, an exceptional year?—It was.

4342. At all events, if the line were extended, have you any doubt that it would increase largely the revenue, and entail immediately the necessity, and also the obligation, of doubling the line, if the line were extended to Exeter?—In addressing the shareholders on the 19th of May, I stated what were our views upon the data which were then given, and there can be no question that, taking the increase which has been given to the parent line, from the Dorchester, we have a right to assume a very great increase over the Dorchester from any extension in connexion with it.

4343. By the *Committee.*] Notwithstanding the Wilts, Somerset and Weymouth line?—Notwithstanding that; because there is a great traffic coastwise, which would not be carried north and south; one is east and west, and the other is north and south.

4344. Mr. *Johnson.*] I have understood you to say that you would be quite prepared to double the line at once, when either you obtained this Bill, if you did obtain it, to Exeter, or the traffic increased so as to justify its duplication?—We anticipate nothing else than speedily doubling that line.

4345. I understood you to say that, during the time that you have been connected with the South-Western Railway, whether as chairman or director, the intention of prosecuting these lines to the westward has never for a moment been abandoned?—It has never been lost sight of; sometimes upon one set of terms, sometimes upon another; sometimes constructing it with our own funds, at other times making traffic arrangements and other arrangements with independent parties; but the occupation of the country in connexion with our lines has never been lost sight of; and I may just say that the variation of the terms was in consequence of the fluctuation in the financial condition of the country.

4346. I understand you to say, that at the time when the Acts were obtained, you were obliged to raise funds for the deposit actually on very onerous terms?—We were so.

4347. And you also were obliged to enter into engagements, if the line should be completed by independent parties, of paying onerous terms; that is to say, five per cent., I think, for the use of the line between Exeter, Yeovil and Dorchester?—Without answering at length, I can just refer to my evidence on Friday, in which I read from the Committee's report, and in which the terms, as then proposed, were considered objectionable; and it was not the construction of the line, but the onerous amount of the terms which were considered as not a sufficiently provident bargain by our proprietary.

4348. Those terms were, that when the line was independent, and there was a lease, it was to be 5½ per cent.?—Yes.

4349. And when the money was to be raised by shares, issued by your own company, it was seven per cent. upon the first tenth, the deposit, and five per cent. in perpetuity afterwards, I believe, upon the money raised, under those circumstances, when required?—We were liable to those terms at a moment when we could raise the money in the market at a smaller amount, if we had constructed the line.

4350. You were obliged, under those circumstances, either to pay 5½ by way of lease; or if you got the money from your own proprietary, to pay seven per cent. upon the deposits, and five per cent. in perpetuity upon the remainder of the capital; after the period of depression ceased, and before the time expired for the formation of these lines, what were you practically borrowing money at?—During the period that we were under the liability to pay seven per cent. and five per cent. upon the construction of the line, we were in a position, and we were, in fact, borrowing at 4 and 4½ per cent.; and, therefore, the proprietary naturally thought that the bargain was not quite so good a one as might be made in the existing state of the money-market.

4351. When those Acts were allowed, therefore, to expire, was it in consequence of the onerous nature of the terms, and not from any intention of abandonment on the part of the company, as far as you know?—Not only as far as I know, but as far as is expressed in the Committee's report.

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4352. I think, independently of the onerous terms on which you would have had to raise money, had you have continued those extensions wesward in the original Act, I understand you to say, that from the year 1845, five years and a half, you had spent 5,000,000 *l.* of money, or something of that kind?—Yes, indeed we had.

4353. I think it was from 3,000,000 *l.* to 8,000,000 *l.*?—I think it was from under 3,000,000 *l.* to upwards of 8,000,000 *l.* that rather terrified them.

4354. Was that calculated to make your proprietary pause, at all events, before they would consent to raise money upon such onerous terms as you have just suggested?—When they could get it cheaper in the market, they wanted a little breathing time before they added so much on such onerous terms.

4355. They have had that breathing time, and are quite prepared to go forward, if they can get Parliamentary sanction; is not that so?—They have indicated it pretty clearly last May; seven to one in favour of it at least. It was unanimous by those who were present at the meeting; and the resolutions which then passed, pledged the company, in the strongest manner, to go forward, and to undertake it themselves. I cannot give any evidence half so strong as the resolutions which were passed at the meeting unanimously.

4356. With regard to the interview which you had with Mr. Saunders, you were asked what Mr. Mortimer's views were of how long the Great Western, or the broad gauge interest might be disposed to stay their hand; I do not apprehend you to be aware at all, or to be responsible for the views entertained by Mr. Mortimer?—I cannot undertake to be responsible for anybody's.

4357. Except your own?—Except my own.

4358. You had already heard, from Mr. Mortimer, that the Great Western had no intention of going forward with those schemes?—The whole proprietary had heard that.

4359. Had you also been made acquainted with the statement made by the chairman of the Bristol and Exeter Company as to what would be the result of the scheme in which they were to participate, if carried out?—I was perfectly aware that the opinion expressed by the chairman of the Bristol and Exeter was certainly not very favourable.

4360. That was addressing his shareholders, I think, in December, was not it?—Yes; he did not give a very bright prospect of a rival line to his own, constructed by himself.

4361. Did not he say to his own proprietary, at that meeting, that it would involve a loss of some 10,000 *l.* or 17,000 *l.* (I forget which) a year?—Yes, he did.

4362. Had you also reason to suppose, not merely from Mr. Mortimer's statement, as regarded the Great Western, but from the statement of the chairman of the Bristol and Exeter Company, as regarded that company also, that there was no great sincerity, inasmuch as there appeared no great interest to them in carrying out those lines?—We were aware that they had a large amount of unfinished lines; we were likewise aware that this line was not very favourably spoken of by the chairman of the Bristol and Exeter Company, and, therefore, I believe, in common with others, we thought that there was no really great sincerity in the construction of a competing line to their own, especially when Mr. Mortimer told us that they did not care about it.

4363. Were these statements which were made on the one hand by Mr. Mortimer, and by the chairman of the Bristol and Exeter Company, on the other to his shareholders; what induced you, on the part of the South-Western, to seek the interview with Mr. Saunders?—The observations made by Mr. Mortimer at our Board were what induced me to seek it; the observations which he made at our Board, and which he had stated before the proprietors at the preceding meeting upon the subject, and his declarations that he would report the same at the next meeting, induced me to ascertain what warrant he had for stating that which he had asserted, and I went; I wanted to assure myself of what warrant the gentleman had for stating what he had asserted; that was my only object.

4364. Were these opinions which were expressed by Mr. Mortimer, also echoed by other shareholders in the line, by Mr. Dickenson, I think; was he at the time a shareholder in the London and South-Western Company?—I understand that Mr. Dickenson is an equal shareholder (he has told me so) in the London and South-Western and the Great Western.

4365. He stated as much here; but what I want to know is this: it was not confined merely to the statements made by Mr. Mortimer, but, I think, was shared

shared in by other shareholders who spoke at the special general meeting of the company. Mr. Dickenson expressed himself to this effect: that the resolution passed by the Great Western Company, which I have already referred to, was only carried as a matter of precaution, the Great Western Company not wishing to make any new line, excepting to preserve themselves from the threatened opposition of the South-Western Company?—Precisely.

4366. That is at the meeting of the 17th of August?—The more weight attaches to Mr. Dickenson's observations, because, if I am rightly informed, he is in the habit of speaking authoritatively regarding the Great Western both at our meetings and at the North-Western; and I am told that he is an auditor of the Great Western Company, or of the Bristol, or was so; a broad gauge auditor.

4367. It was not the mere general expression of opinion of Mr. Mortimer, but it was echoed by other shareholders, and probably, for that reason, adopted largely by the proprietary present?—And echoed by the shareholders who speak with authority upon the subject.

4368. I suppose those persons who would appear to have the most authority upon such subjects would be those who were known to have an interest, and, perhaps, by that means they would have access to the intentions of the Great Western Company itself?—Persons who claim to have authority are naturally more listened to.

4369. Is his name John Dickenson, because we see that Mr. John Dickenson is an auditor of the Great Western Company?—My knowledge does not extend to affirm that, but I believe so.

4370. That it was, you say, which brought about that interview with Mr. Saunders?—Had it not been for that I should never have sought Mr. Saunders with such an object.

4371. Had that interview, which you had with him, reference to the particular Devon and Dorset Bill, and to their intention of going on with it in Parliament this year?—Certainly.

4372. Whether the words "truce" or "armistice" was used, or whatever words were used, was that all that the interview had reference to, as far as your knowledge goes?—Simply and solely.

4373. Have you again considered and tried to recollect whether the words three or five years were ever used by yourself at all, or Mr. Crombie, who accompanied you?—I am sure they were never uttered.

4374. It is very likely that Mr. Saunders may have received a different impression of your object in coming to him, and that you, on the other hand, may have misapprehended his view?—I can perfectly excuse Mr. Saunders, because he was called out of a committee-room, not expecting to see me, and not knowing me: he asked me who I was; I had the advantage of knowing him by sight; but he did not know me, and I dare say the thing came upon him hurriedly, when he was engaged in the business of a committee, and he has made that mistake. I would not state that he had any object in stating what did not take place; I know that that did not occur.

4375. You were asked what possible object would have been effected; what the South-Western Board had to gain, if it was to be renewed another year; I apprehend the cost of this contest would have been saved to both companies, would it not?—A very serious item, this contest in Parliament; a contest for two sessions is a tolerable outlay, with all the array of counsel and expenses.

4376. At all events, as I understand, whatever the language was which was used, about which there may be a difference of opinion between the parties, and it only depends upon recollection, your object was to be able to go to your proprietary and state *bonâ fide* what appeared to be the intentions of the Great Western Company?—We had all along expressed a desire, and indeed Mr. Saunders has never expressed otherwise, I believe, to be in amicable relations with other companies, and if we can do the thing amicably, it is always done much more cheaply than where we are engaged in a hot contest; and if we could have got out of the contest this year, we probably should have saved a good deal of Great Western money and South-Western likewise.

4377. By the *Committee.*] Was not it rather in the nature of postponing the contest than getting rid of it?—Doubling it.

4378. In what way doubling it?—Insuring a contest in 1853 and another in 1854; we were prepared to fight them in 1853, and then, if we had any success, which I trust we shall have, we were prepared to go on and have another battle

in 1854; it would be a postponement of the battle; but then it was one battle instead of two; a postponement of the battle, I take it, is equal to a truce or an armistice; instead of having a battle in 1853, and another in 1854, we thought that we might as well buckle on our armour for 1854, and go at it tooth and nail, which we shall probably do.

4379. Whether rightly or wrongly; did the South-Western Company, or those who legally advised them, contemplate that Mr. Cardwell's resolutions would put a stop to this Bill, being a joint Bill, in the nature of an Amalgamation Bill between the Great Western Company and the Bristol and Exeter; did you believe that?—I believe that everybody believed it.

4380. As they were originally passed, they would have stopped this Bill altogether, would they not?—If Mr. Cardwell's resolutions, as they stood originally in April, had passed, as they were believed to stand then, this Railway could not have gone on; and not only we believed it, but I believe the promoters were in a great fright about it.

4381. Mr. *Denison.*] Mr. Cardwell's resolutions were before your interviews with Mr. Saunders?—Yes.

4382. Mr. *Johnson.*] You perfectly well know that those matters were before Mr. Cardwell's Committee, did you not?—Yes; and Mr. Mortimer's observations induced us to act as we did; if Mr. Cardwell's resolution had been adopted, the thing would have been at an end, I apprehend.

4383. My learned friend suggests that Mr. Cardwell's resolutions were indicated before the interview with Mr. Saunders?—I think so, but I forget; that is a matter of date.

4384. They were passed by the House on the 15th of April, and the interview was on the 29th; you were asked whether the South-Western Railway Company were contributing their funds to this opposition; and you answered, with regard to the petition represented by my learned friend who ought to be upon my left, that the South-Western had no connexion at all with that matter; with regard to the petition upon which I have the honour to appear, is there the slightest hesitation on your part in avowing that the South-Western Railway Company are supporting that petition?—Not the least; I believe I did make some confusion; but I did not understand Mr. Serjeant Wrangham's question.

4385. I believe technically you are aware that the South-Western Railway Company, as a company, have no *locus standi* before this Committee?—Quite so, there is no hesitation about that.

4386. Some questions were asked you with regard to Mr. Townsend, who represents the other petition; we are told that the lines originally to the west were got up by independent parties?—Yes.

4387. Was Mr. Townsend originally the solicitor to those lines, or to one of those lines?—To one of those lines.

4388. Was he, as such solicitor, entirely independent of the South-Western Railway Company?—Entirely.

4389. I believe Mr. Townsend, in the course of the present year, has been soliciting a Bill in opposition to the South-Western Railway Company; the Basingstoke and Salisbury?—Yes.

4390. That Bill which you were afterwards obliged to adopt, but it was originally taken up as an opponent Bill to the South-Western Railway Company, and solicited by Mr. Townsend in the present Session?—Mr. Townsend is for railway communication for Salisbury; he is a Salisbury solicitor, and it is natural.

4391. Did he also promote that Bill as an independent Bill in the years 1851 and 1852?—I think he did.

4392. With regard to the connexion of the South-Western Railway Company with Mr. Townsend, in a professional character, was not it that when they adopted those lines, one of them as a line proper, and the other by taking a large share in it, they adopted him merely as the solicitor who had heretofore acted on behalf of the independent lines?—Entirely as connected with the lines which had been adopted.

4393. Other than that, has Mr. Townsend, as far as you know, any connexion with the South-Western Company at all?—Not that I know.

4394. My learned friend Mr. Serjeant Wrangham began, in his cross-examination, to ask you whether there was any petition against the Basingstoke and Salisbury line; I think Mr. Forsyth asked you a question as to that; it was not very likely that there should be any petition against it, inasmuch as the South-Western Railway

Railway Company, by that means, were carrying out the very purposes which the Legislature had required at their hands?—Yes, it was for a line to connect Salisbury with London more directly, and it was not likely that Salisbury should petition against such a thing. Hon. *F. Scott*, 27 June 185

4395. The Salisbury people, I apprehend, would be indifferent whether the line was made by one party or the other; their object was to get it, was not it?—Of course.

4396. The very parties petitioning against us here, promoted that line, did they not, in opposition to the South-Western Railway Company, in order to enforce its being made?—In order to enforce its being made; they wanted railway communication, and they did not care by whom.

4397. They were the very same parties that filed a bill against the South-Western Railway Company to oblige them to get Parliamentary powers for the construction of that line?—Yes.

4398. Acting at that time in opposition to the South-Western Railway Company?—Yes.

4399. I may briefly ask you, in conclusion, do I understand you distinctly to say that you are here officially to give a pledge on the part of the South-Western Railway Company to make that extension from Dorchester to Exeter in a future Session if this present Bill should be rejected?—Undoubtedly.

4400. And find the funds for that purpose?—Undoubtedly.

4401. Do you apprehend that there would be any difficulty in obtaining the money for that purpose?—No, I have no doubt whatever that we should obtain the money, and obtain it upon easy terms; we stand very well in the money-market, I am happy to say.

4402. I believe at this time your credit is very good in the market?—I believe no Company is better.

4403. You are not encumbered with much preference capital?—No, a very small amount of preference capital.

4404. By the *Committee.*] What is the amount?—I think it is about 200,000 *l.* out of a capital of upwards of 8,000,000 *l.*

4405. Mr. *Johnson.*] I believe your borrowing powers now are not exercised to the full?—No.

4406. That always speaks well for a company?—I do not think we are in any money trouble.

4407. By the *Committee.*] In 1848, a Bill or Bills were obtained for making the narrow gauge line, which you are aware were not acted upon?—Yes.

4408. Since that time one or two lines have been projected by other companies?—Yes.

4409. And, as I understand, the South-Western either discouraged them or did not encourage them; more than once the shareholders of the South-Western line have refused to sanction an extension of the South-Western line westward, the last time so recently as in October 1852; in 1853 the shareholders change their minds, and become unanimous on a point upon which they have decided directly adverse. I not only want to know why, on former occasions, these different lines were either discouraged or abandoned, but what, if you can give it us, were the reasons of the shareholders for changing their minds?—Your statement was, that we had proposed lines in 1848 which we had not carried out; that our shareholders had afterwards opposed lines, and subsequently, in 1853, that they propose a line by a large majority.

4410. That you declined to take up independent lines; that was the second proposition, and then the third was, that your shareholders had more than once refused to sanction an extension of the South-Western line westward?—I have adverted to those points in my examination, and therefore I have not the least hesitation in adverting to them again. In 1847 lines were proposed, and many were suspended in that year by Parliament, and many were sanctioned; in 1848, or thereabouts, came the financial crisis.

4411. I do not want to know so much the reason why they were abandoned?—In order to give you the reason why they were adopted in 1853, not having been adopted before, you must excuse me for giving you the reason why they were not previously adopted, so that to follow it very briefly and yet chronologically, I must tell you, that 1848 was a difficult financial year; in 1849 and 1850 the money-market, especially in 1850, became more easy. The lines which were sanctioned

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by us in 1848 were upon the onerous terms of seven per cent. upon the first tenth, and of five per cent. upon the other nine-tenths; that liability endured, while the money-market had become so much easier that we could actually get money in the market at one per cent. lower than we should have paid over the whole. The shareholders accordingly thought that the directors were not judicious trustees of their property, inasmuch as they were involving them in the expenditure of a large amount of capital, entered into upon more onerous and less easy terms than the money-market at the time of those meetings afforded them. Then in 1850 and 1851, rival promoters divided the proprietary; one scheme being in favour of a direct line to Salisbury, 90 miles in length, the other being a scheme, 50 odd miles in length, to Dorchester, having a common line up from Exeter to Axminster. The proprietary were divided; some said that the central line was much more advantageous; others said that the Dorchester and Exeter line was a shorter line; and the real fact of the division of the proprietary was, that those who were opposed to all extension, of which there is always a proportion in every proprietary, took sides with those who were in favour of the coast scheme, and opposed the line as then submitted. That is I trust, not a very long, at all events it is a very correct history of the matter up to 1852. Then, in the winter of 1852, the promoters of the coast scheme came and submitted their scheme to us, and we had a variety of interviews; we had never lost sight of the intention of going forward; the terms which were submitted to us were discussed, and if that country party had had the money at their back in last November and in December, undoubtedly we should have been in the field this spring. I may tell you that one great difficulty which they had in getting money at their back, was the force and strength which Mr. Mortimer, a broad gauge director, had in our Board last autumn; that effect has been tested, and this spring has shown that it it not so strong as it was at that moment. I do not know whether that gives the Committee the reasons in the way in which the honourable Member wished.

4412. Those are the reasons for the abandonment of these schemes, but I want the reason for changing your minds, as between October 1852 and May 1853?—Because the proprietary were undeceived; the proprietary were deceived in October, and were undeceived this spring. That is the mere fact; do not take it upon my word; I had much rather that you looked to the resolutions of the proprietary; I am speaking as their mouth-piece; I was to do nothing more. They voted against extensions; being a divided proprietary, and there being rival schemes, they voted against it last autumn; and allow me to repeat to you, that nearly 4,000,000*l.* of property were represented in favour of the scheme, against about half a million which was adverse to it; upwards of seven to one, I forget now the numbers, but they have been given in my evidence before. But if you ask me why, I tell you publicly and plainly, simply because I believe the proprietors thought they had been deceived last autumn, and, being undeceived, they voted with a singular unanimity. They are like Englishmen generally; they think that if they have been misled, they will not be misled again. There was no intention of abandoning the country, I assure you.

4413. Mr. *Johnson* (through the *Committee*).] The coast line was never put before the company, I believe, at any of these meetings prior to the last?—That is the fact; it was this very coast line, which was rather a favourite with the great body of proprietors, which helped to upset the central line.

4414. They all combine now, because they think the central may be carried?—Yes.

Mr. *L. Crombie*.

Mr. *Lewis Crombie* was called in; and Examined by Mr. *Johnson*, as follows:

4415. ARE you Secretary of the London and South-Western Railway Company?—I am.

4416. I believe you became so in the month of April last?—I did.

4417. You had been for some time previously law clerk, I believe, to the company, and attended most of the public meetings?—Yes.

4418. And have been generally cognizant of their proceedings, and the policy of the company?—I have been connected with the company since 1845, one way or the other.

4419. I believe in 1845 you were the Secretary of the London, Salisbury and Yeovil Line?—I was.

4420. And

4420. And the Cornwall and Devon central line?—Yes.

4421. Were they independent wholly of the South-Western Company?—Entirely; at least, when I say entirely, I mean excepting such portion of the capital as the South-Western stipulated that we should give them when we afterwards came to terms with them, but they were originally promoted independently, and the South-Western in fact were opposing them.

4422. As regarded part of it?—As regards the line to Salisbury, the South-Western opposed us; they attended several meetings in the country against us.

4423. I believe from the first, though they were totally independent, the two companies were in close alliance with the Exeter, Yeovil and Dorchester Company?—Yes.

4424. By the two companies, I mean the Central Cornwall and the Salisbury and Yeovil; they were in close alliance with the Exeter, Yeovil and Dorchester, which filled up the country between Yeovil and Exeter?—Yes. The solicitors of the Salisbury and Yeovil, and the Central Cornwall and Devon, were the same; the solicitors of the Exeter, Yeovil and Dorchester, were different.

4425. That was called the Exeter, Yeovil and Dorchester; it originally was to go from Dorchester, was it not?—I believe it was; I was not then acquainted with it.

4426. Then the Wilts, Somerset and Weymouth Act passed, and that took a branch to Bridport, did it not?—Yes.

4427. What was the line in the subsequent year after the Wilts, Somerset and Weymouth passed?—The Exeter, Yeovil and Dorchester line, do you mean.

4428. Yes?—They had a branch to Bridport.

4429. Instead of a branch to Dorchester?—Yes. I think they had a branch also to Sidmouth, which was thrown out, if I recollect.

4430. That was called the Exeter, Yeovil and Dorchester, if I understand rightly, after it ceased to connect itself with the Dorchester?—It was.

4431. After that it left Dorchester, and sought a connexion with the Wilts, Somerset and Weymouth line at Bridport, but still retained its name?—I believe so; but that scheme had been promoted in 1844, before I came into connexion with the Salisbury and Yeovil line.

4432. It was first Exeter to Dorchester the whole distance, and afterwards stopped short at Bridport, when the Wilts, Somerset and Weymouth came?—Yes.

4433. Were you present when the Salisbury and Yeovil Company were before the Lords?—Yes, I was.

4434. I mean in opposition to the Wilts and Somerset Bill, in the session of 1845?—When we were petitioners, you mean.

4435. Do you remember, in the year 1845, when the Wilts, Somerset and Weymouth line was before the Lords, a distinct pledge being elicited from the promoters of that line, that it should never be used to impede a line to the westward?—Yes.

4436. At the time, it struck their Lordships' minds, that the Wilts, Somerset and Weymouth Bill, if passed, might be obstructive at some future time of extensions to the west?—That was partly the case against granting that line, which brought the pledge from the broad gauge party.

4437. But it was more with the view of what was passing in their Lordships' minds at the time, and a pledge was given that it should never be used at all obstructively; and it was considered by their Lordships to be entirely independent of the accommodation from east to west of the west country?—Yes.

4438. In the year 1845, I believe, the Great Western system published an advertisement, announcing the necessity of a more direct line to Exeter?—Yes; towards the end of 1845.

4439. And they brought before Parliament, in 1846, the Hungerford and Westbury, and the Exeter Great Western?—It was at that time that the South-Western Company joined our company; they declined always to have any connexion with us while they considered that it would be a breach of the agreement between themselves and the Great Western Company.

4440. I think, looking at the proof which has been given me of your evidence, we have got almost all the legislation which has passed in this western district, and the lines which have been sanctioned from time to time; but I may ask you, generally, with the connexion which you have had with the South-Western Company, have they always, as far as your opinion and judgment goes, had the inten-

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tion of extending their lines to the westward from Salisbury, and from Dorchester westward?—Do you mean the company or the directors.

4441. I mean the company themselves, or the Board of Directors, if you please?—The Board of Directors have always kept it in view, but the company have kept them in check.

4442. Has that impediment to their proceeding arisen mainly from the parties advocating different modes of getting to the westward, the one by the way of Salisbury, and the other from Dorchester?—Latterly.

4443. We are quite aware that after the Bills were passed, and Parliamentary sanction was given, it arose from the inability to raise money, and the onerous terms upon which that money would have been raised for the purpose?—Yes.

4444. May I take it that, at the meeting when a resolution was given in favour of proceeding by way of Dorchester to Exeter, it was, as it has been expressed to be, an almost unanimous opinion by the proprietary present?—You mean last May.

4445. Yes?—Yes; I believe it was nearly unanimous; I believe the chairman has stated, that only five or six hands were held up on the other side.

4446. Did it comprise all the parties who had heretofore been either coast extensionists, if I may use that term, or central extensionists?—Yes; all sections of the shareholders were very fully represented at that meeting, and the proxies generally which came into my hands, were from all the sections of the different parties, decidedly.

4447. The central party were then satisfied that, at all events, a line going from Dorchester *viâ* Axminster on the way to Exeter, would be an instalment of the line which they had been advocating?—Yes.

4448. And as to the other parties, of course who had always been advocates of the coast extension, it was fulfilling the objects which they had in view?—Yes.

4449. The coast extension question was, I believe, never, as an abstract question, put before the shareholders at any of the meetings except the last?—Never for them to take a vote of approval or disapproval.

4450. I believe you also accompanied Mr. Scott, the chairman, to the lobby or the gallery, wherever the interview took place with Mr. Saunders?—I did.

4451. Prior to this, had there been a good deal of discussion as to whether the Great Western Company and the Bristol and Exeter Company intended to go forward; we are told there had been?—Yes; do you mean at the Board.

4452. Yes, at the Board, and also amongst the proprietors?—It had been stated at the Board, while this question was under consideration, by one of the members of the Board.

4453. Mr. *Merewether.*] What?—As to the *bonâ fide* intention of the Great Western to go on.

4454. Mr. *Johnson.*] Had the *bonâ fide* intention of the Great Western and the Bristol and Exeter Company to go forward with the proposed Devon and Dorset line, been much discussed at the Board of the South-Western, and also amongst the proprietors?—Yes; if you call that the *bonâ fide* intention, the question as to whether they were really desirous of making this line or not, it had been discussed. I was asked, after the Board decided to go on, to prepare a report for the committee; there was a committee appointed, and I was asked to put together some facts for a report. After the report had been settled and approved of, a meeting took place between the chairman and myself, and the solicitor of the Company, and it was considered desirable that we should ascertain, before sending out the report in its present shape, whether we were justified in so stating it, and it was then considered desirable that we should see Mr. Saunders; and we came down here for the purpose. That was our sole purpose for seeing Mr. Saunders, not for the purpose of any object of this Bill now before the Committee.

4455. Was that also after the Resolutions of Mr. Cardwell's Committee had come out, or was it prior, do you remember?—That was subsequently to Mr. Cardwell's resolutions; so long as Mr. Cardwell's resolutions remained as they were first printed, our Board did not consider it necessary to interfere.

4456. That meeting you say, as Mr. Scott did, had reference solely to the question of delay for the present session?—I have understood so.

4457. Was any period mentioned of three or five years?—No.

4458. Did

4458. Did you take any part at all in the discussion?—None; I cannot say none, but I took no important part; I may have made a remark.

4459. I wish you would, as nearly as possible, detail the precise words which took place in conversation?—Mr. Saunders came out from the committee-room and followed us into the lobby; Mr. Scott said, that he had taken the liberty of coming over to see him, to ask him upon the subject of their extensions to the westward; the Devon and Dorset Bill; Mr. Saunders at first evidently did not know who was speaking to him. Mr. Saunders said, "You have the advantage of me," and then Mr. Scott introduced himself; and then Mr. Scott, I think, stated, that it had been represented to us, meaning the Court of Directors of the South-Western Company, by a person who was supposed to be in the confidence of the Great Western Board, that it was not their wish or desire to prosecute this Bill; that it had been brought in as a matter of precaution, in case the South Western should move in that district, and he wished to know whether that was true. Mr. Saunders shook his head, but did not say anything; Mr. Scott said, "I suppose, from that shake of the head, I may understand it is not so." Mr. Saunders said, "Certainly not." Mr. Scott said, "We have been so informed." Mr. Saunders said, "It is not so." Mr. Scott said, "We have been told that you have so stated." Mr. Saunders said, "No; I could not have said so; it is quite out of the question; because, if I had, it might have been brought forward against me in some committee." Mr. Scott then assured him that he had not come over for any such purpose, but merely to ascertain whether any such remark had been made.

4460. Is your recollection distinct as to whether anything was said about a truce or armistice of three or five years?—Not of three or five years; the conversation went on for two or three minutes, or rather more; and Mr. Scott, as he has given evidence already, spoke of a truce or armistice.

4461. Do you feel confident, from your recollection of what passed, that nothing was said about the three or five years?—Certainly not.

4462. At the same time, were you also, in your judgment, impressed with the belief that it only had reference to the present Session of Parliament?—Certainly; neither the chairman nor myself had any authority from the Board; it is impossible, as far as I am concerned (I do not know what the chairman's feelings may have been), that we could have asked the question from any such purpose, because I actually had the draft report in my pocket, which was going to press, announcing our determination of upsetting this Bill, and going to Parliament next Session; it would be utterly inconsistent with the fact. It was after the Board was over, at which the report now in my hands was finally approved of; I had that report in my pocket.

4463. The chairman has expressed his opinion as being, at the time, that the Great Western Company do intend to proceed; did you entertain any views upon the subject?—My views were the same as the chairman's.

4464. Was the object of your going solely that you might be able to go before the proprietary; at least that the chairman might be able to state that they had a *bonâ fide* determination of going to the westward?—The Chairman himself had stated more than once to me, that it was highly desirable that he should be in a position, supposing Mr. Mortimer should attend the meeting, and make remarks similar to those he had made before, to contradict him, from the authority of Mr. Saunders; we had often been told that he had seen Mr. Saunders and Mr. Russell, and been at the Great Western, and we felt that it would be very awkward, if such a remark was made in opposition to this report, when we went before our shareholders.

4465. By the *Committee.*] Then you came away under the impression, from the meeting with Mr. Saunders, that the Great Western were going on?—Certainly; Mr. Saunders stated so.

4466. Mr. *Johnson.*] I believe it was the 29th of April, was not it?—If that was the Friday, it was the 29th of April.

4467. You had gone, I believe, to seek Mr. Saunders elsewhere?—We went up to the Great Western station, at Paddington.

4468. Then you heard he was in committee, and you came down to the House of Commons?—It was intended that Mr. Ker Seymer should have gone with us; we called upon Mr. Ker Seymer in our way up, but he had to attend the Queen

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upon some matter, at two o'clock, and he could not come down to the House of Commons with us.

4469. I believe you attended the meeting upon the 19th of May last?—Yes, I did.

4470. I believe we have got the number of votes; the number of votes represented in person or by proxy were about 32,000, I believe?—I believe it was some such number.

4471. Is it the fact that it is the greatest number that was ever polled at the South-Western Railway, upon any question submitted to the proprietors?—Yes, I think it is; I think it exceeds the vote for the directors in last February; there was about $4\frac{1}{4}$ millions of stock represented at that meeting by proxies alone, and I think you may count another million, in a very few names, from parties whom I saw in the room; there were certainly 20 people in that room who held more than another million whom I could name, and whom I have under my eye at present.

4472. We are told that the South-Western Company, in a financial point of view, are in a very favourable position?—I believe they are.

4473. As an index of it, what are you renewing bonds for now?—At $3\frac{1}{2}$ per cent.; we were offered a large sum at $3\frac{1}{2}$ per cent. last week, and the directors declined taking it, because the period was too short.

4474. We are told also, by the chairman, that you have very little preference capital, and that you have not raised all your money upon mortgage?—Our preference capital is between 170,000 *l.* and 180,000 *l.*

4475. By the *Committee.*] How much more have you the power to borrow?—I cannot say; our borrowing powers are constantly floating, but within this week I had occasion to speak to the treasurer upon the subject, and I know that as to borrowing and calling up, we have about 1,000,000 *l.* that we can avail ourselves of at the present moment; I think it is rather more than 1,000,000 *l.*, he told me.

4476. You cannot distinguish between the borrowing powers and the calls?—I cannot; I was not aware that the question was going to be asked; I could easily have given it if it had been wished.

4477. Mr. *Johnson.*] Looking at the expression of opinion at that meeting, and the parties present, have you any doubt of the sincerity of carrying out the object, and the means of doing so, of extending the line from Dorchester to Exeter?—None.

4478. And doubling the gauge to Dorchester from Southampton?—None; we are authorized to raise extra capital for that, namely, 300,000 *l.*

4479. I believe that has been already under the discussion of the Board irrespectively of this?—Yes, we were talking last year of doubling the line between Wimborne and Ringwood for our own accommodation, and more easily working the traffic; the traffic is increasing so fast, that we shall have to do it for our own convenience before it reaches the 65,000 *l.*; at all events in the middle of the line.

Cross-examined by Mr. *Merewether.*

4480. I understand you to tell the Committee that you had no doubt upon your mind at the close of the interview with Mr. Saunders as to the *bonâ fide* intention of the Great Western to go on?—No.

4481. There could be no mistake about it?—Mr. Saunders told us that they were not to withdraw the Bill, that they had always intended to make the line since 1845.

4482. That being so, and the conversation leaving no doubt upon your mind as to their intention to go on, what did the truce and armistice refer to?—I did not make use of the word "truce" or "armistice" either; it was Mr. Scott.

4483. You have to-day; you will find it upon the shorthand-writer's notes?—I have told you, upon the short-hand writer's notes, that I interfered very little in the conversation at all.

4484. You did not use it yourself, but you have stated to the Committee that the word "truce or "armistice," was used?—Yes.

4485. What was it used in reference to?—It was not used by me: the chairman has explained what he meant by it.

4486. I understand you to say that you took no part, at any rate, no important part

part in the conversation, but that you were present, and that you can retail what occurred?—Yes.

4487. You have given us the result, and you have said that the word "truce" or "armistice was used;" retailing the conversation, and applying to your memory, I ask you, in reference to what the word "truce" or "armistice" was used?—With reference to the proceedings of the Great Western Company.

4488. But they were to go on?—Yes; it was not until the latter part of the interview that we finally understood from Mr. Saunders that that was to take place.

4489. You have said that the shake of the head was the first beginning?—That was before the word "truce" or "armistice" was used.

4490. And that Mr. Scott asked whether that shake of the head was to be regarded as a denial of the supposed statement?—Yes.

4491. That was before the word "armistice" was used; I want to know, in your recollection of the conversation, what the word "armistice" referred to?—I say to the proceedings of the Great Western Company, I presume; I was not the person who used it; and if I had been putting the question, I should not have made use of the word "armistice," because there might have been a better word found.

4492. If you think there could have been a better word found, it shows that you have a precise recollection of what occured?—Yes.

4493. Having that precise recollection, will you tell the Committee, it being ascertained by Mr. Saunders' shaking his head, as you say, by Mr. Scott, that the Great Western Company were going on with this Bill, to what did that inappropriate phrase, "armistice," apply in the conversation?—I understand it very much in the same way in which Mr. Scott has explained it, that he meant to say that he wished to ascertain whether the Great Western Company would withdraw their Bill, and conclude a peace, perhaps, would be the better word than an armistice.

4494. A permanent peace?—No, nothing was said about a permanent peace.

4495. How long is the peace to be?—I have already told you that I had in my pocket the report upon which we were going to our shareholders, declaring that we were coming forward for this line next year; therefore it could not have lasted longer than till the next Session of Parliament.

4496. I am asking you what armistice applied to, and you say "peace" would have been a better word; peace till when?—Till next Session.

4497. Do you mean that the other party whom you found going to war was to retire into winter quarters, and then come out to fight you next Session?—If they pleased.

4498. And you think peace was a better word to apply?—Peace would have been a better word than armistice; we considered that we had been attacked in that country by the Great Western.

4499. And therefore you proposed peace, you being ready to fight in the future; is that the proposal you would make?—Certainly, we were going to fight in the future, and were so going to report to our shareholders.

4500. And therefore you conceived that peace was the right word?—No, I do not say peace was the right word; I say peace was a better word; I think it is very likely that Mr. Scott may have made use of that expression, from hearing Mr. Mortimer often speak of an armistice with the Great Western at the Board.

4501. You have given us the order in which the thing occurred, Mr. Scott had found that war was going to take place, that the Great Western Company was going on *bonâ fide* with the Bill?—War had commenced.

4502. Therefore there is an existing war?—Then, if the Great Western will not retreat, we must go on.

4503. And it is at that moment that you propose peace?—I proposed that they should withdraw their Bill; all we wanted was to have that county left for us, to lay a fair scheme before Parliament.

4504. No doubt, as I think you state in the report, of which you had the draft in your pocket: "The directors invite the proprietors to consider the means best calculated to repel this aggression, and they are of opinion that a policy merely defensive and unaccompanied with any offer to provide for the necessary accommodation of the country between Dorchester and Exeter, would fail in effecting the purposes in view"?—Yes.

4505. That I think you say you had ready?—Yes, I do not think that report was altered after we saw Mr. Saunders.

4506. So that, carrying your declaration of war in your pocket, you find that the

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the other party is going to fight, and it is then that peace is mentioned, or an armistice?—Yes.

4507. Was one of the resolutions this: "That, in the opinion of this meeting, the interests of this company are deeply concerned in procuring the rejection of the Devon and Dorset Railway, now pending in Parliament"?—Yes, I dare say you are reading it right.

4508. "And extending then hereafter this company's railway from Dorchester by Bridport and Axminster, to Exeter"?—Yes.

4509. They were unanimous upon that, upon the rejection of the Devon and Dorset?—A vote was taken upon the report, and upon each resolution separately.

4510. There were three resolutions, I think?—Yes.

4511. There was an enormous unanimity about the rejection of the Devon and Dorset, was not there?—I am not aware that there was any greater unanimity upon one than upon the other.

4512. Was anybody present for carrying it?—There was no counter-vote taken, if you mean that, no amendment moved.

4513. You do not put it that there was any other than perfect unanimity as to that resolution?—I do not know what you mean; I am not wishing to give any greater importance to the resolution than it carries.

4514. There was one mind at the meeting?—Certainly not one mind, because some dissented.

4515. Not at the passing that resolution?—There was Mr. Mortimer, and the chairman has told you six or seven hands were held up.

4516. As regards that first resolution, to which alone I am now directing your attention, namely, the resolution for the attempt to get the Devon and Dorset rejected, was not there perfect unanimity upon that point?—I am not aware that the unanimity was greater upon that than upon any other resolution that was passed at the meeting.

4517. Were there six or seven hands held up against that?—It is very likely there may have been; if I had my rough agenda-book here, I could tell you.

4518. Did Mr. Alderman Wire address the meeting?—Yes; no, he did not address the meeting, he addressed Mr. Chaplin.

4519. And Mr. Chaplin was in the meeting?—Yes.

4520. And the meeting heard what he said to Mr. Chaplin?—Yes.

4521. He did not address the meeting, but they were his audience; "Mr. Alderman Wire supported the proposition of the directors, considering it a matter of life and death to their company that the Great Western should be defeated"?—I cannot say that I recollect Mr. Alderman Wire stating that; I do not know what you are reading from.

4522. I am reading from the "Railway Times"?—Is it the report, or an editorial article?

4523. This is the report; I do not believe editorial articles myself; Mr. Alderman Wire "wished Mr. Chaplin to give the company the benefit of his opinions upon the subject"?—Yes, I heard that said.

4524. You probably then recollect, "Mr. Chaplin rose amidst loud cheers"?—Yes.

4525. And stated, that he thought his opinions had grown so much out of fashion in that room, that he should not have presumed to intrude them upon the meeting, had he not been so pointedly called upon?—Yes.

4526. "He had long advocated the construction of the central line and he still felt that that was the line they ought to have made; he had therefore felt some difficulty in giving his own vote, and the proxies with which he had been entrusted, in support of the measure then before them, but he had resolved to do so, feeling that it was the second best line for the interests of that company"?—Yes.

4527. "He was strongly convinced that it was only the second best line, and would not secure the traffic of the district for that company; but that when the central line was made, as most assuredly it would be some day or another, a large portion of the traffic would go from them on to the central line. When he had advocated the claims of the central line, he had told the proprietors that they would not have sufficient traffic from Exeter to support it, but that it was the highway to the Land's End;" do you recollect Mr. Chaplin saying that?—He did say something of that kind; I do not think that is very correctly stated.

4528. Do you mean that there was some other phrase in which he might have expressed himself?—The effect of Mr. Chaplin's speech, as I understood it, was this:

this: that he did not consider the Dorchester and Exeter line the best line for his company to promote; that he would prefer the central line, but that he would take it, rather than get none, or rather than let the Devon and Dorset Bill be passed, which would shut the narrow gauge out of that district for ever; he thought so; and I believe Mr. Chaplin is joined in that opinion by many of the promoters of the central line, who, in this instance, see that it is to their interest to get the line to Axminster, at all events so far towards their own country.

4529. Then it is the opinion of conflicting views to choke the Devon and Dorset?—Yes.

4530. Mr. Dickenson is the next speaker: "He thought that the speech of Mr. Chaplin had so far settled the question, that it ought to induce them to oppose the line now before them; all that they could do now was to oppose the Great Western, and enter in some future Session into a ruinous contest with that company for a traffic which was not worth having by either"?—If you read what Mr. Locke says, which follows immediately after that, it will give you the correct view of the central shareholders, and what Mr. Chaplin intended to express.

4531. Mr. Locke, with the same modesty, says, "He should not have obtruded his opinions on the meeting, but for the call just made upon him. His opinions agreed very much with those of Mr. Chaplin"?—Yes.

4532. "The shareholders had themselves placed the company in the difficulty in which they stood, and rendered it necessary that they should now support the line before them;" that is, by declining to sanction the central line?—No, I beg your pardon.

4533. Mr. Locke says that the shareholders had placed the company in a difficulty?—Yes, Mr. Locke had been telling them so for some time past.

4534. The shareholders would not have it; that is so, is it not?—Not until this year; they would have had it last year upon terms. I believe the central scheme might have been carried, if the central parties had not at one time asked too onerous terms from this company. It must not be taken, or ought not to be taken, that the shareholders have invariably rejected extension to the west without conditions. The minutes of their meetings will show that they have referred back to their directors, to treat with these independent parties proposing these independent lines in the west more than once.

4535. It must not be said that they have rejected, but, as Mr. Locke says, placed the company in a difficulty?—Yes, the company can raise money at 3½ per cent., and therefore it would have been very unwise to have given four per cent.

4536. Having guaranteed five to certain persons, they propose now a guarantee of four?—No, we were asked a guarantee of four per cent., and a certain proportion of the fares of all parties brought on the line from Bristol to London. The directors considered those too onerous terms; they have now got their shareholders to enter into the same views as themselves; and the directors see that they can raise the capital, and make this line at the cost, perhaps, of 3¼ per cent.

4537. Do you agree with Mr. Scott, that the South-Western supply no funds for the conduct of Mr. Townsend's petition?—Not to my knowledge; it has never been proposed to the Board, nor to any committee, nor to myself, nor that I am aware to any member of the establishment; I did not even know that Mr. Townsend's petition was going to be presented, until he told me one day that he had got his petition; I asked him what petition, and he told me what it was.

4538. Knowing, as far as you do not know who does not supply the money, does it lie within your knowledge who does?—No.

4539. As secretary to the company, do you attend the consultations going on upon this matter?—Do you mean the consultations with counsel.

4540. Yes?—No.

4541. You have not at all?—No, I have not attended one.

4542. You know Mr. Townsend?—Yes, I have known him for some years.

4543. Have you seen him lately?—Yes, I have seen him very frequently.

4544. Did the conversation about his petition terminate there?—Yes, he was going down by the railway; we had no time to talk about it.

4545. And you have never talked about it since?—No.

4546. Nor the opposition, I mean?—Certainly not upon that petition; at least I have no recollection of it.

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Re-examined by Mr. *Johnson.*

4547. I understand you to say, that from time to time since the South-Western Company themselves got their Bill in 1848 for these extensions westward, independent parties have taken up the line?—Yes.

4548. And I understand you also to say, that the South-Western proprietary have by no means rejected those extensions, except upon the terms on which they were offered, which were too onerous?—Yes.

4549. Have they not again and again been entertained by the directors, and reports made by the directors to the proprietary at large?—Yes.

4550. The subject has often been mooted, and as often entertained; and the only ground of rejection, as I understand you, has been the onerous terms on which it has been offered?—Yes.

4551. Without going into the terms, have they been such as to induce you to think that the South-Western Company themselves could raise the money, and construct the lines upon much more favourable terms?—Undoubtedly.

4552. We understand that from time to time the preference of the directors, as a Board, has been given to the central line?—Yes.

4553. I believe Mr. Chaplin, especially, has always advocated the central line?—Yes.

4554. And Mr. Locke also, I think, has always been in favour of the central line?—Yes.

4555. At this meeting, as I understand you, these two gentlemen were consistent still in giving the preference to it; and such was the tenor of their speeches in giving the preference to the central line?—Yes.

4556. But, at the same time, they joined with the almost unanimous vote of the proprietary, in favour of this, in consequence of its giving, at all events an instalment of that line as far as Axminster?—Yes.

4557. And they being sure that the intervening space would be filled up?—Yes, some day or other.

4558. I believe Mr. Locke has a strong opinion that it would be to the advantage of the South-Western Railway Company to fill up that space themselves, but that undoubtedly some parties will be found, either the South-Western Railway Company or independent parties, to fill up that intermediate space?—Yes.

4559. Do you remember Mr. Chaplin saying on that occasion, that he found that his opinions were already coming into fashion again?—I do not recollect that.

4560. So it is here; "Mr. Chaplin rose amidst loud cheers, and stated that he thought his opinions had grown so much out of fashion in that room, that he should not have presumed to intrude them upon the meeting had he not been so pointedly called upon; but he found that his opinions were already coming into fashion again"?—There are two or three different reports of what took place at the meeting.

4561. Mr. Kay, I believe, is a great leader of the coast line; he is against the central line and in favour of the coast extension, is he not?—At one time he was against all extensions; then he was a member of the committee who presented that Report which was read by Mr. Scott, in favour of the coast line and against the central.

4562. Upon that occasion he was the leader, was he not, of a large party?—On the 19th of May, do you mean.

4563. Yes?—Mr. Kay canvassed for proxies in favour of the resolutions of the Report.

4564. But he had, throughout all these proceedings, been the head of a considerable body of shareholders, had he not?—Yes, he represented a very large number; he was considered to represent the Lancashire and Yorkshire shareholders.

4565. Upon the 19th of May, you tell me, there was a large attendance, and they were nearly unanimous; they were so with the exception of six or seven; were the different advocates of the different parties all represented upon that occasion, at the meeting of the 19th of May?—Yes.

4566. They all concurred in the pledge that was to be given to Parliament for the construction of the coast line?—I cannot say they all concurred, because I am quite aware that there were parties there, Mr. Mortimer was there, and several other

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other parties; they did not vote, and did not hold up their hands against it, but I know they do not concur in it; as regards any vote, it was almost a unanimous vote.

4567. There was, as I understand, but six or seven dissentients at the outside at a large meeting?—Yes.

4568. Were the resolutions put separately?—Yes.

4569. Do I understand you to tell my learned friend that there was the same number upon each of those resolutions; or was there a difference on the resolution for procuring a rejection of the Devon and Dorset Bill. My learned friend put it to you that the vote for that was unanimous; can you tell us whether each resolution, as it was put before the meeting, received the same amount of support, and no more?—I think, against the last resolution, there were no hands held up; the last resolution was as to raising the capital.

4570. And acquiring powers to construct the line?—Yes.

Mr. *Denison.*] That is not quite all: "in furtherance of these objects," the first object being the choking of the Devon and Dorset.

4571. Mr. *Johnson.*] "That in the opinion of this meeting the interests of this company will be best promoted by the acquisition of such powers, and by the raising of the necessary capital by this company, and not by independent parties, and the directors are hereby authorized and requested to take all measures appearing to them expedient for the furtherance of these objects." Those are the objects in this resolution, I suppose?—Yes.

4572. And upon that I understand you they were unanimous?—If I remember rightly no hands were held up against it.

4573. And your impression is, that with regard to the others, or one of the others at least, some few hands were held up against it?—There were some hands held up against the first, and I think the same number against the second.

4574. Then the unanimity was upon the extension of the lines and the obtaining of the capital by the South-Western Company themselves?—Yes.

[The Witness withdrew.

Joseph Locke, Esq., a Member of the House; Examined by Mr. *Calvert*, as follows:

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4575. I BELIEVE you are Member for Honiton?—Yes.

4576. And the owner of considerable property upon this proposed line?—I am.

4577. And also the engineer to the London and South-Western Railway Company?—No, I am not.

4578. Formerly, I beg your pardon; has your attention been called to the case proposed by this Bill?—Yes; I have known the state of this country for a number of years past, and I know the case of this Bill, I think, tolerably well.

4579. You have been for some time acquainted with the subject of railway communication in this part of England, I believe?—I have.

4580. With reference to the interests of this country which is proposed to be accommodated, what do you think would be the effect of the proposed scheme as to obstruction or as to advantage?—Any railway in that country would be better than none; but I think this is the worst of all that the country could have.

4581. Would it be of assistance, or would it be an evil, in respect of the completion of the railway system for Somersetshire, Dorsetshire, Devonshire and Cornwall?—It would facilitate the completion, I have no doubt, in one way or the other.

4582. But would it be such a completion as would be advantageous to the interests of those counties?—No, I think not.

4583. Looking at the country approaching Exeter, I believe there are but two modes of access for railways, are there?—Just so, from the east and north.

4584. One of them is occupied by the Bristol and Exeter line?—It is.

2585. Is that the Valley of the Exe?—It is.

4586. The other is the one which is proposed to be occupied by means of this railroad?—It is.

4587. Is that a flat country, and advantageous for railroads?—No, it is not.

4588. But it is the only remaining means of approaching Exeter?—It is the only

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only remaining means. The country is very difficult, as the Committee will see by the rather circuitous nature of the line in certain districts, but it is the valley of the Otter to Honiton; and I believe you may say it is clearly the only point by which you can get access to Exeter from that district of country.

4589. It is not marked upon that map, but I believe the country north of Honiton is impassable for railway communication?—Yes, quite; it is very hilly indeed from Honiton to Collumpton, and from Honiton to Chard, and to Wellington and Ilminster, and all those places.

4590. What should you say to the western end of this proposed railroad?—In what respect.

4591. The connexion with Exeter; the station and the place where it comes into Exeter?—The station at Exeter is what I call on the western side of the town, a very inconvenient station for the town itself; it goes very near the line passing from Taunton along the South Devonshire coast, but it certainly is not a convenient station for the town.

4592. I believe a far better station than that has been suggested on other occasions, has it not?—Much better.

4593. I believe Mr. Brunel had a scheme in 1847?—I believe he had, at the same place.

4594. Did you think that a better station?—I think the station was the same.

4595. There was a railway promoted by yourself, was not there, in 1846, 1847 and 1848?—There was.

4596. Had that the benefit of a better station?—A central station in Exeter, very much approved of by the inhabitants.

4597. Having so dealt with the western end of the line, let us come to the eastern end; do you approve of it with respect to the mode in which it proposes to bring traffic into the neighbourhood of Dorchester?—I do not disapprove of it at either end, if it is simply to connect the two broad gauge lines; to me it is perfectly immaterial; I think it is better for that line to join at Maiden-Newton than for a different line to Dorchester, supposing the Maiden-Newton line made.

4598. Do you mean that, as a means of communication between the two broad gauge lines, you would not object to it?—No.

4599. But, for the interests of Bridport and Dorchester, without reference to gauge, how do you view it?—That is a different matter.

4600. How is it with regard to Bridport?—Bridport is put upon a branch, which is an inconvenience to it, no doubt.

4601. Is not Bridport the most important place between Exeter and Dorchester?—I should think it was.

4602. It being put upon a branch, the traffic must always be inconveniently conducted?—Yes, no doubt.

4603. Practically, how would it be worked; would not a passenger have to shift his carriage at the junction?—It depends upon how you work it; I should think it would be so.

4604. How will it be at Maiden-Newton; must not the passenger change his carriage again there?—If he was going to Dorchester, I believe he would. It is quite clear that it is the interest of the company holding that line, to prevent any traffic whatever going off that line at Dorchester to go to the east, and they would be sure to work the line so that no traffic should go off at Dorchester towards the east.

4605. Of course they would not arrange their trains so as to suit the South-Western trains at Dorchester?—No doubt they would force all the traffic along the line towards Frome, to the utter, I will not say destruction of the Dorchester line, but to the extent of robbing it of a great deal of its present traffic.

4606. So that, with respect to a Bridport passenger intending to go from Dorchester to Southampton, they would take care that he should encounter a little waiting, not only at the Bridport junction, but also at the Maiden-Newton junction?—Yes; and the same thing applies to every town between Bridport and Exeter, except as to being on a branch; but I feel it at Honiton, and every man upon that line, to the west of Dorchester or Maiden Newton, will have those impediments thrown in his way in going either to London or to Southampton; wherever he wants to go, he will be subject to an inconvenience that he would not have if it were in the hands of other parties. I am supposing no change of gauge to exist.

4607. Being a Member of Parliament, and being much acquainted with that part

part of the country, I dare say you have considered the interests of the other towns; what effect would it produce upon Chard?—Just the same. Chard is at some distance from here. It has had a line promised by Ilminster, but I am not aware that it has already got it.

4608. Crewkerne again?—Precisely the same.

4609. In the first place, it will give no accommodation either to Chard or Crewkerne, and it will leave each of those towns in a hopeless condition?—Very much so.

4610. They must for ever look forward to being deprived of the benefit of railway communication, if this is carried?—Yes. What was called the central line to Salisbury, went through Crewkerne and Yeovil and Sherborne; and that was the only way by which those towns could be accommodated with advantage.

4611. I believe Chard and Crewkerne are very populous towns, for that district?—I think they are; there are some 6,000 or 7,000 inhabitants, I think, in each.

4612. Honiton, 3,427?—Probably; I really do not know the numbers.

4613. Ottery, 4,421; Sidmouth, 3,421; Axminster, 2,769; Bridport, 4,653; Linie, 2,852; Chard, 5,297; Crewkerne, 4,497?—It is rather less than stated.

4614. To take rather a wider view of this subject; what effect do you think the making of this railway communication would produce as to the powers it would give to the Bristol and Exeter and the Great Western?—It would give them the entire control of the west of England.

4615. I presume there would be an end to all prospect of anything like the central line, if they got this carried?—Perfectly.

4616. The old line of communication from London was by Basingstoke, Andover, Salisbury, Yeovil, Axminster, Honiton and Exeter, was it not?—Yes.

4617. Then Launceston and Falmouth; I presume that if the Great Western and the Bristol and Exeter can effect this line, there is an end to the prospect of that line of communication ever being adopted again?—Clearly. The Committee will see at once, although that map is ingeniously made for one object, at all events it is very useful in showing another. There are the two seas, and a very narrow part of the land between the two; but it is quite clear that those lines, being in the hands of one party, and there being what, I may say, are monstrous hills lying between them, you never could form a railway between that country to pass those lines. It gives you the entire key of the whole district of the west of England; a line to the west of that place.

4618. I believe this matter did strike the Committee of the House of Peers in 1845?—It struck every Committee before whom, I believe, this question has been discussed; there have been, I think, four or five Committees who have had this matter brought before them, in my experience.

4619. And as well in one House as in the other, I believe?—In both Houses.

4620. And several Committees have refused to do anything to prejudice the ultimate prospect of that line of communication being effected, have they not?—They have.

4621. I fancy that considerable authorities have been misled, have they not, as to the course of traffic in this country, as to whether it is traffic from east to west, or north to south?—I have heard it stated, I know nothing of it myself; and I can only refer you to the evidence which has been given upon the subject. My belief is, that it is from east to west, in the direction, in point of fact, of the line which is now laid out.

4622. A coast traffic, in point of fact?—No doubt about it.

4623. The coast traffic, running in this direction, the central traffic, I presume, will run towards Salisbury in the line of the old London road?—Yes.

4624. Was not that the question before the Committees of 1846 and 1847?—It was the question raised on the other side.

4625. I believe they examined that question for a great many days; 40 or 50 days?—I believe they had 40 or 50 witnesses.

4626. And I believe the result was, the sanctioning two lines, east and west; the Taunton and Castle-Cary line, and the line from Exeter and Yeovil to Salisbury?—Yes; they sanctioned the Taunton and Castle-Cary line, in order to bring the Wilts, Somerset and Weymouth, and they had independent lines as a competing line for the west.

4627. Both being passed for the east and west traffic, and not the north and south?—

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south?—No doubt; and my own opinion is, that it is idle now to contend that the traffic of that country does not pass east and west, after that inquiry.

4628. It was thoroughly sifted in those years, was it not?—Yes, I think it was.

4629. I believe Mr. Becket Denison and Mr. Deedes presided in the Committees in the Commons, and Lord Beaumont and Lord Chichester in the Lords: Lord Beaumont's Committee, when they rejected the London, Salisbury and Yeovil Junction Railway Bill, passed this resolution, "That the Committee had met and considered the said Bills, and also the petition referred to the said Committee, and had heard counsel and examined witnesses in support of the said Bills, and had also heard counsel and examined witnesses in support of the petitions of the Bristol and Exeter Railway Company, the Great Western Railway Company, the Earl of Digby, the Wilts, Somerset and Weymouth Railway Company, and Robert Gordon, Esquire, and are of opinion that a direct line of railway from Exeter to Salisbury by Yeovil is required, but that it is not expedient that the said two Bills, in their present state, should be proceeded with;" was not that the Report passed in the year 1846?—It was.

4630. I suppose that if any persons have been misled upon the subject, whether the traffic is north and south instead of east and west, it may proceed from the traffic following the course of the line as it existed for the time being in the country?—It is quite clear; for instance, when I go to Honiton, I go to Collumpton or Exeter. We are taken in all directions, rather than getting a straight one; and that is exactly what the country complains of; we are dragged about north and south in all directions; we cannot get where we want to go.

4631. Instead of going straight from London to Exeter, you are taken the old joke, "G. W. R.," great way round?—Yes, and I believe every Sidmouth man does that now; he goes from Sidmouth to Exeter, and then round by Bristol to get to London. When we are at Honiton, we are about 30 miles nearer London than at Exeter, and we think it rather a hard case.

4632. Exeter to London, by Maiden-Newton, is 203¾ miles?—Yes, I think you might put it in this shape in round numbers; the present route to London is 194 miles, from Exeter by Bristol, and this proposed line makes it 204; therefore, instead of diminishing the distance, they make it 10 miles further; the line from Exeter to London is 194 miles; by the present proposed line, Maiden-Newton and Frome, 204; by the Dorchester and Southampton, by taking this coast line, the line now proposed by the South-Western Company, it would be 197, which is of course seven miles shorter than the other proposal.

4633. Taking the line which the country wants, it is 169 miles, is it not?—That is by way of Yeovil and Salisbury; the real distance from Exeter to London, by the proper line, is 169 miles, the central line.

4634. By the *Committee.*] The first which you gave is the existing communication?—Yes.

4635. Mr. *Calvert.*] Comparing the line for which the country offer you a direction, with the line by which the traffic new goes, it is 169 as compared with 194?—Yes, that is just it; and there enters the question of competition; I may just state this shortly: the London and Bristol Railway, the Great Western Railway, was started as a Great Western Company, having no reference to Exeter at all; and the Bristol and Exeter Line was obtained by that company as a line from Bristol to Exeter, having no reference to London at all; I say, therefore, and I will undertake to say, that if any attempt had been made at that moment to have shut out any line from London to Exeter, you never would have passed those Bills upon that ground; in a direct line; I say that any competition with Exeter must be incidental, those two Bills never having been passed for any such object as to secure Exeter entirely to those lines in its communication with London; I therefore say, that it being now 24 miles shorter by the central line from Exeter to London, it is the strongest case existing upon the map of England for a new line at this moment.

4636. I believe so strongly did it impress itself upon Lord Beaumont, that he explained, in his place in the House of Lords, after rejecting that Bill in 1846, he being the Chairman of the Committee, that, in the opinion of the Committee, a line of railway following the general course of that which had been under the consideration of the Committee, from Salisbury to Exeter, was needed, and he did not doubt that after remedying the defects of a local nature, which attached to the particular line which had been before the Committee, the promoters would obtain

obtain the sanction of Parliament to their undertaking?—He did make that statement, and he went further, he said that Parliament would view favourably any proposition coming from the South-Western Company at a future season.

4637. Take from your own town, Honiton to London, by the Maiden-Newton and Chippenham, what is the distance?—One hundred and eighty-five miles and a half.

4638. By Bristol?—Leave that out.

4639. By Dorchester and Southampton?—One hundred and eighty miles.

4640. And by the Yeovil and Salisbury?—One hundred and fifty-two miles and three quarters.

4641. So that between Honiton and London, supposing the line made through Salisbury, there would be a gain of 33 miles?—Thirty-two miles and a half; we should be sent round, as compared with the central line, if we took this line; the direct line, if made, would be 152¾ miles as against 185½ miles, the line now before the Committee, and as against 180¼ if it went round by Southampton.

4642. You have given us these distances from Honiton; do you consider that if a narrow gauge line were made from Exeter through Honiton to Dorchester, that line would probably form part of a communication from Exeter, through Honiton, to Salisbury?—It would; it is common for about four miles on the Salisbury side of Axminster, where you will see the bend in the line, at the letter E, of Dorset.

4643. Does the shape of the country in truth produce that effect?—That is the course of the valley; the river Exe comes down from the neighbourhood of Crewkerne, in the course of the line towards Axminster, and runs into the sea just below Collumpton; and there is a valley the whole way from Axminster to Crewkerne.

4644. So that the effect of such a communication as you now allude to would be to put both Honiton and Axminster upon a long line from Exeter to London?—It would.

4645. Give us the distances between Axminster and London, by Maiden-Newton and Chippenham?—They are very much the same, relatively.

4646. A difference of 32 miles?—They are put to the same increase of distance at Axminster that we are at Honiton.

4647. Chard?—Chard to London, they would be put to the inconvenience of 30½ miles.

4648. Crewkerne?—Nineteen miles.

4649. By the *Committee.*] All these differences have reference to the distinction between the existing line and the central line?—Yes; those towns which I have mentioned.

4650. Mr. *Calvert.*] Bridport to London?—About 20 miles.

4651. Bridport to London by the coast line would be only 155 miles?—No; Bridport would be eight miles nearer to London by going by Southampton than round by Frome; so that Bridport is going to be put in a very awkward position.

4652. What is the effect of Yeovil to Exeter, by Maiden-Newton; it is 64¼ miles is it not?—Sixty-two and a quarter.

4653. By the Durston branch, 56 miles?—Yes.

4654. And by the central line, 50½?—Fifty and a half.

4655. To take the most extensive view, from London to Falmouth by the way of the Great Western, it is 290½ miles, is it not?—I do not know; I have not measured it.

4656. Then, in truth, as I understand you, supposing this line of country is occupied by this proposed line of railway, all these schemes for direct communication between Exeter and London, including the communication to Plymouth, in the direction of Cornwall, must be sacrificed?—I think so.

4657. I believe that there is a Durston and Yeovil branch of the Bristol and Exeter that is not yet open, is it?—I believe not.

4658. That occupies the access from the eastward to North Devon, does it not?—It does.

4659. Do you think that that introduces material considerations into this question, the possession of that line?—It introduces some, undoubtedly.

4660. Just explain what those are?—That district of country can get this communication without this line from Yeovil, by the whole of the Bristol and Exeter system, and thus form that very communication which you are speaking of, namely, the north and south.

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4661. Supposing people from Exeter wanted to get to Yeovil by the broad gauge, they can do it by that line, could they not?—Certainly.

4662. And they can get that communication shorter than they can by Maiden-Newton?—Yes.

4663. Therefore, as between Exeter and Yeovil, there is no increased advantage conferred by the making of this line to Maiden-Newton?—None, except to compete with themselves, which they would not be likely to do if left to themselves.

4664. Exeter, I believe, we may take as the only portal to the extreme west, may we not?—Yes, I think you may.

4665. Therefore, if any communication is looked to hereafter to the extreme west, whatever closes Exeter, closes that?—Yes, I think Exeter is certainly; within a very few miles of Exeter north and south may be taken to be the key of the whole of the west of England west of that point.

4666. I fancy that the saving of not many more miles gave rise to the making of the London and York, did it not, as a means of communication to the north?—A saving of fewer miles.

4667. What was the saving effected by the direct communication to York?—I think it was 20 miles.

4668. This is $29\frac{1}{2}$, is it not?—This is 24 or 25 miles; but that is only one part of the question; the space between the three or four lines, taking the Great Western, the North-Western, the London and York, the Eastern Counties, and the other Eastern Counties; that is, the line by Chelmsford, is not more than 15 or 20 miles on the average, lying between those lines all the way down, for a distance, perhaps, almost to their termini; whereas, in this district of country, taking the Great Western line as it stands now, there is a larger breadth of country lying between the Southampton and Dorchester line, and the existing railways of the Great Western Company; and it would still remain to be larger, if the central railway were made, than any of those which I have given you. The space of that country now unoccupied by railways is greater than any space existing in England; I leave out Wales, of course.

4669. By the *Committee.*] Of course, that is partly attributable to the length of the country?—No; it is entirely attributable to the way this country has been used by the two great railway companies; that they have got both of them Acts of Parliament, and have never executed them. No one doubted either the propriety or the importance of the line from Basingstoke to Exeter; but the only question has been, that the country has been waiting for it by the one company or the other, and they have been disappointed; but there is the country remaining still.

4670. Do you think that either company would make an independent line of that sort?—Of this I am sure, that if the line from Exeter to Dorchester be made by the South-Western, the line between Axminster and Salisbury will be filled up; if it be made by the South-Western Company upon the narrow gauge, I have no doubt the part between Axminster and Dorchester will be completed.

4671. Mr. *Calvert.*] Have you any doubt that if that part of the country is occupied by the broad gauge, the portion between Axminster and Dorchester will never be completed?—Never; it cannot be.

4672. To carry a broad gauge line from Axminster to Salisbury, and then to encounter a narrow gauge line to London, is out of the question, is it not?—Quite; if you break the gauge you destroy the whole system, and you will destroy it much more effectually by putting it into the hands of adverse parties.

4673. I presume that the same principle which has guided these parties in hitherto preventing the communication from Salisbury to Exeter, I mean the Bristol and Exeter and the Great Western, continues to guide them to the present day, and always will guide them?—It is their interest which guides them: I do not blame them.

4674. By the *Committee.*] Will you repeat what you stated as to the distance between the existing lines?—Take the line to Colchester by Hertford down to Norwich, and then the line to Hitchin of the Great Northern, and then the London and North Western; there I will stop for the moment; I say the distance between each two of those lines is smaller in area than is the distance lying between Dorchester and the Wilts, Somerset and Weymouth, and the Bristol and Exeter and the Great Western; and even if the central line is made right through it, the space then between the Dorchester coast line and the central line, as well

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as the space between the central line and Bath, Bridgewater and Bristol, is greater than it is upon the average between the four lines that I have mentioned. There has been a Bill in Parliament this year from Oxford to London, the Mid-Western Railway, which is the next largest unoccupied district, and there has been a long contest upon it; it has ended, not in a line from Oxford to London direct, but in a line from Oxford to join the London and North-Western at Tring, about 20 or 30 miles from London, which terminates that district of country. Again, I believe you will find nowhere in England such a large unoccupied district of country as that lying between Salisbury and Exeter.

4675. And it being a district to which you have already got a line from the Metropolis as far as Salisbury, pointing directly upon Exeter?—Certainly; the South-Western Company at this moment is making a line from Basingstoke to Salisbury; it has been completed by mandamus, to complete it; they got that Bill as a part of the scheme from Basingstoke to Exeter, and without which, I must say, and I say it in the presence of the chairman, they would be fools to make that line except by compulsion, unless they extended it to Exeter.

4676. In truth, if they make that line to Salisbury, it should continue to Exeter?—Undoubtedly.

4677. The company being now bound to make the line from Basingstoke to Salisbury, have the strongest possible motive for continuing the line from Salisbury to Exeter?—I think so; but I do not rely entirely upon that; I say that if the South-Western Company will make the line from Dorchester to Exeter, I have the strongest possible opinion, and I express it in the strongest way before this Committee, that the line between Axminster and Salisbury will be filled up; I know parties at this moment who are prepared to do it, if the South-Western Company does not.

4678. In short, independent parties will do it, if the South-Western Company do not do it?—Yes.

4679. By the *Committee.*] Would not that central line be in some measure a competing line with the coast line?—Undoubtedly; but it is a competing line only for the London traffic, which they cannot get without it.

4680. Mr. *Calvert.*] The fast London traffic is a traffic which you would not anticipate coming by the coast line?—Of course not.

4681. And that is the only traffic in respect of which a competition would exist?—That is the only traffic.

4682. In short, instead of the coast line being the usual way of the South-Western traveller, the straight line would be the usual way?—Yes. After coming from Exeter to Axminster, they have got through the most difficult part of the country, and the other part to Salisbury is comparatively easy.

4683. And they would have the traffic from Exeter to encourage both lines?—certainly.

4684. A line to Portsmouth and Southampton, and a line to Salisbury and London?—They would.

4685. The Portsmouth and Havant line is an illustration of the same thing, is it not, upon a smaller scale?—Yes.

4686. State that?—A party got an Act of Parliament; the South Coast and the South-Western together bought it up, and burked it, and all the country has been deprived of the railway communication for the last four or five years; and now the landowners, independent parties, have taken it up and have got capital, and I believe they have Bills through Parliament, and I am perfectly sure they will make it.

4687. If you get a narrow gauge from Exeter to Axminster, and a narrow gauge from London to Salisbury, that bit will be filled up, if not by the South-Western, by an independent party?—Undoubtedly; I have no doubt whatever of it.

4688. And if it is to be filled up by anybody, will not it be filled up more profitably by the South-Western Company than by any other party whatever?—I think it will be.

4689. If you make this a broad-gauge line, all that advantage is lost?—Yes; you will ruin that country if you do. I speak it broadly, as an agriculturist, I say you destroy our country, if you pass that line; you destroy our markets also.

4690. And you speak, not only as having the confidence of your constituents, but as possessing considerable property?—Yes. Honiton is a large market town, and we cannot send things to London or any where, from the expense of carriage.

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We are obliged to go by Collumpton, and the loss for that district of country is so great, that I do not pretend to put it in figures; and when you are legislating for all time, I do express the strongest possible opinion that a great injury will be done to that country, if you pass this Bill.

4691. In truth, the traveller from Honiton gains nothing by this line being in the broad gauge?—He loses everything.

4692. Supposing the tolls on the Bristol and Exeter line are higher than those upon the new line, and the Wilts, Somerset and Weymouth, he might, by the arrangement of the traffic, be compelled to go to Exeter, and pay these heavy tolls?—I believe it would be my shortest route to go to Collumpton.

4693. Take the goods traffic from Honiton, it would be worth the while of the Bristol and Exeter Company, if they had command of this line, to force the goods traffic along the Bristol and Exeter, and impose upon it those very heavy tolls which they have the privilege of raising?—They are sure to do it; and the people in our country have no escape from them.

4694. You would put yourself into the hand of a giant, who might use his power for the destruction of the neighbourhood?—Yes.

4695. By the *Committee.*] Which way do you go?—Both ways; I sometimes go one, and sometimes the other. It is a very hilly road from Honiton to Collumpton.

4696. Mr. *Calvert.*] Has your attention been directed to the resolution lately come to by the South-Western Company, to continue their existing line from Dorchester to Exeter on the narrow gauge?—Yes.

4697. Were you present at the meeting?—I was.

4698. I presume you did not consider that that would be so beneficial a measure for the public interest as a central communication?—Certainly not.

4699. But upon public grounds, do you think it a better measure than the broad gauge line proposed?—I do, totally; irrespectively of the central line it would be a better thing for the public that this line should be on the narrow gauge, extended from Dorchester to Exeter.

4700. Of course such an extension would be feasible?—Certainly.

4701. It would be the very same measure as that which was proposed in 1846, 1847 and 1848, would it not?—Yes.

4702. And would not it put Bridport upon a through line?—Yes.

4703. Do you know the country between Bridport and Dorchester?—I do.

4704. There would be no difficulty in carrying a line there, I presume?—None.

4705. What would be the distance between Exeter and Dorchester *viâ* such a through line?—Fifty-six miles and a half.

4706. Giving a communication with the South-Western line on the one hand, and a good and convenient station at Exeter on the other?—It would.

4707. With the means of forming a communication with lines to the west of Exeter, should ever such be sanctioned, upon the narrow gauge?—Yes.

4708. Have you at all considered what the expense of such a line would be?—I believe 700,000 *l.*

4709. Single?—A single line.

4710. And double?—I believe 800,000 *l.* or 900,000 *l.*; I do not exactly remember the figures.

4711. What would it cost to make the line from Dorchester to Southampton, double instead of single?—I do not know, but not very much; 2,000 *l.* or 3,000 *l.* a mile, I believe.

4712. And there are 56 miles?—Certainly, 3,000 *l.* would do it, I have not the least doubt; and perhaps 2,000 *l.* might.

4713. Of course you look at it as an advantage that, if that line were carried out, you would have a perfect narrow gauge communication, at any rate as far as Exeter?—Yes.

4714. And, I presume, that every inch westward that the break of gauge is thrown, is an advantage to the traffic of the country?—No doubt of it; and you always leave us the chance of having a direct line to London, which we so much sigh for in that country.

4715. Probably that country, you think, requires much more a communication to the east than the west?—Certainly; we look on our ports also of Southampton and Portsmouth; they are very good markets.

4716. I believe there is a good deal of timber in the Exe Vale?—Yes.

4717. Is

4717. Is that timber which goes to the dockyards?—Generally.

4718. And that is timber adapted to the dockyards?—I believe it is; I do not know; I am not well acquainted with it.

4719. You were engineer of the company some years ago, when a great deal of evidence was given with reference to the subject connected with military purposes; I presume you had to consider it at that time for military purposes?—Yes, we had to consider it a good deal, and had a great deal of military evidence given.

4720. And have you satisfied yourself that the line on the narrow gauge is the best adapted to those purposes, which were called to your attention as engineer of the company at that time?—I not only satisfied myself, but I believe we had evidence on every occasion when we had that Bill before Committee (and we had it five times before Commitee), from the military authorities in favour of it.

4721. Supposing this line were placed upon the narrow gauge, would it have the general support of the district, do you know?—It would.

4722. Can you speak positively upon that?—I can.

4723. I believe you have had a good deal of communication with persons in this district, with reference to these railroads, at different times?—Yes, I have.

4724. You say you were present at the meeting in the month of May last, and of course you have had an opportunity of seeing the parties on the subject; have you a doubt about their carrying out the resolution which they have come to as to making the line from Dorchester to Exeter?—I do not know, I am sure; I have no doubt of their ability to carry it out; I hope the Committee will take good care they do; I think they have full powers to carry it out, and I myself, individually, am perfectly willing to give them credit for being sincere this time.

4725. By the *Committee.*] How are this Committee to make them carry it out?—I will suggest a mode by and bye, by which it could be done.

4726. Mr. *Calvert.*] I dare say you will be good enough to suggest it?—Let them enter into a bond at once; they are authorized to do the thing, and can take steps immediately; let them enter into a bond with a penalty of 100,000 *l.* to make that application in the next Session of Parliament. I will give you a bond for the intermediate line.

4727. By the *Committee.*] Speaking of the central line, you are a great advocate for the central line, evidently?—I am.

4728. You have compared, in that district, the distances between the lines with the districts in the north of England; do you rely upon that line, viewing it as a through line simply from Exeter to London, or do you think the country is of a traffic or population which would justify the line being made?—I calculate upon both.

4729. Not merely as a through line from Exeter to London, but you look upon the country intermediate for the support of the line?—I do; I think the country intermediate requires a far better accommodation than it has now; and I believe that that line from Salisbury extended to Exeter, with the addition of the traffic at Exeter, by reason of its being 26 miles shorter, in addition to the local traffic, would make it a fairly remunerative line.

4730. You look upon the through as well as the local traffic?—The local traffic, perhaps solely, would not justify it.

4731. Mr. *Calvert.*] At the same time, I believe, the district of Crewkerne and Chard, and all that country, is a rich and populous district?—It is; I have heard it described in this room as a desert, but it is anything but that. There is the Vale of Blackmoor, which it traverses; it is one of the large cattle-growing districts, and it is extremely rich land. I am told that it lets at 2 *l.* or 3 *l.* an acre. If the Committee want information upon the agricultural value of the Vale of Blackmoor, that this line traverses, they can have it; but I never heard of such a thing as to call it a barren waste.

4732. By the *Committee.*] If this line is so profitable a line, how is it that the line has never been made from Basingstoke to Salisbury, excepting by the compulsion of a mandamus, and that the line is still unmade, when power was given in 1846?—The answer is too ready a one. The South-Western Company got the entire power in their own hands; the panic of 1847 came, and they have never been able to recover themselves from that panic till now, and they are not alone, the Great Western Company have done just the same thing in this district; and now I believe that their attention will be turned to it again; and although that may be an excuse, it is a palliative to some extent, but it is no justification

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why this county should be for ever excluded from that which they believe to be best.

4733. We have it in evidence, that even so late as 1852, when there was no panic, this matter was brought before the shareholders of the South-Western Company, and rejected?—It was.

4734. That, of course, was not on financial considerations?—People require some time to recover themselves from a panic; but I could go into the reasons. Perhaps I might give the Committee a very good reason for that decision; and the reasons are tolerably well known to those who are out of this room, who are behind the scenes. The Great Western Company, in my opinion, undoubtedly did influence, by certain parties in that meeting, a number of persons to produce that result; the South-Western Board itself was very much divided upon the subject; the consequence is, that they were neutralized; that there was no active measure on the part of the Board to carry even their own resolution; they did not even canvass a single shareholder. If I tell you that an active canvass, got up against the central line, by partisans, it may be in the interest of the Great Western Company or not, but by partisans canvassing the proprietors to put a stop to that line, and that the directors who were favourable to it, the majority of them took no steps whatever, and never canvassed an individual, you are quite sure that an unfair result would be obtained. That is one of the reasons why that is so; but still I think, notwithstanding that reason, when the South-Western proprietors more recently, in May last, have come to another resolution, it may be fairly set against the decision of October; and another thing with reference to that decision in October, they had a distinct assurance, from a gentleman who professed to be in the Great Western confidence, that if they did not go on with that line the Great Western Company would not move in it; they represented to the meeting that it was a job of mine, that it was a mere movement on the part of the landowners; I told them distinctly that the line would be filled up by one or the other; they said it was an engineer who was wanting a job, or something of that kind, and thus I was pooh-poohed and put down; but the moment it was discovered that the Great Western Company, in spite of that assurance which had been given by one of the South-Western proprietors, had occupied the country; from that moment, I must say, the sentiments of the proprietors of the South-Western Company became changed, and you have the very first evidence of that fact from the meeting in May last, and you will find a still stronger feeling now; and I have not the least doubt that, before six months are over, the South-Western proprietors will determine to make that central line.

4735. Mr. *Calvert*.] In point of fact, there were persons holding South-Western shares who were aiming at Great Western interests?—Yes, I have no doubt of it.

4736. They were trying to stop what was beneficial to the South-Western Company, thinking that it might hurt their friends of the Great Western Company?—Whatever might be their object, they certainly had a very prejudicial influence upon the South-Western Company, and I think that the proprietors think so.

Cross-examined by Mr. *Forsyth*.

4737. Supposing this Bill passes, and the Devon and Dorset line is made, which way do you anticipate that passengers and traffic from Honiton will take to get to London?—I think they will go as now partly.

4738. Will they go first back to Exeter, and then by the present route to London?—I think that they will probably go either that way or the other; but either would make very little difference.

4739. You see Devizes upon the map, do not you?—Yes.

4740. You see the dotted line connecting Devizes with Hungerford?—Yes.

4741. And you see the dotted line connecting Devizes with what is called there Bradford, but the Wilts, Somerset and Weymouth line?—I do.

4742. Would not the direct way of taking a passenger from Devizes be by Hungerford to London?—Yes.

4743. But the mode in reality is by the Wilts, Somerset and Weymouth, and round about by Reading to London?—Yes, that is the proposition.

4744. Did you hear Mr. Brunel say that any passenger who had that, would be very lucky to get that way at all?—I think anybody will be very lucky to get anywhere if that Bill is passed.

4745. From

4745. From Honiton, do you think it would be very lucky to be taken back to Exeter, and then round to London; would that satisfy the Honiton inhabitants do you think?—I think not; it ought not to satisfy anybody.

Cross-examined by Mr. *Merewether*.

4746. I have listened attentively to your evidence, and it appears to me that your views consist in these three points: first of all, that there shall be a narrow gauge line from Salisbury to Exeter?—Yes, that is one.

4747. That line the central line?—Of course, if you take it from Salisbury it will be.

4748. And that central line, Locke's line?—No; I do not care whose line it is.

4749. The central line was Locke's line, was not it?—I want a line; I do not care whose line it is.

4750. That which you have spoken of so much was Locke's line?—Excuse me if I say that I am not advocating here any particular line; I do not care which line it is.

4751. Do you know a better line through that district than Mr. Locke's line?—I do not.

4752. As good a one?—I do not.

4753. You speak as melancholily of the question as my learned friends; you say you are sighing at Honiton for that line: we have seen the Mayor of Honiton here; he told us that he had entrusted his member with a petition in favour of this Devon and Dorset; do you happen to have it by you?—He did not entrust it to me; he knew better, I think.

4754. A resolution of the town council?—There was a resolution of the town council, I believe, but there was no public meeting.

4755. But a resolution of the town council?—Yes.

4756. Was he rash enough to entrust that into similar hands?—I do not know, indeed.

4757. This being the only thing to be done for this district, the central line, the South-Western shareholders would not have it, would they?—No, they would not, at that time.

4578. You have used the expression applicable to them, have not you?—What expression.

4759. You said that they would be fools if they made the line from Basingstoke to Salisbury, without looking forward to the extension?—I say it is a folly; If the thing were being discussed, I should say, that to make the line between Basingstoke and Salisbury, unless it is extended, is to make another line to Salisbury, they already having got one.

4760. That is to say, it is unusual as regards South-Western communications, and very like a Great Western communication, going through the South-Western line to Bishopstoke, and then turning back to Salisbury?—Yes.

4761. That is the view now. Then, as regards the Portsmouth line that the South-Western bought up and burked, which you speak of?—The South-Western, with other parties; it has always been supposed so, and I have no doubt of it.

4762. The South-Western burked that line, and take the traffic down to Bishopstoke again, to that point?—Yes.

4763. They then turn to the left, to Portsmouth?—Or it goes by Brighton, one or the other.

4764. Either going by them or by the Brighton, with whom there is a bargain?—Yes, I believe so.

4765. The South Western shareholders would not make the central line; they had the power, had not they?—They had.

4766. So that when my learned friend asked you whether the Great Western Company had not hitherto prevented the central line being made, that is not so, is it?—I have already given you a reason why I should rather say, yes.

4767. I am speaking as regards mere power; as regards mere power the South Western Company had an Act of the Legislature with which the Great Western could not interfere?—I suppose so; I do not know.

4768. The moving cause we will come to in a moment; but supposing the South-Western Company to have no obstructing cause in their councils, they have a Bill to make it, and they did not make it, and the Great Western Company could not have prevented them making it?—That is so, I believe.

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4769. You say that the South-Western public were misled by incorrect statements, has not there always been in your proprietary an adverse party to the central scheme, having another scheme in view?—No, not since 1848.

4770. Take the coast line?—I beg your pardon; if you mean to tell me there was a party for the coast line, and a party for the central line, and a party for no line at all, you are giving a fair exemplification of the parties in the company.

4771. Will not the coast line be fighting the better judgment of Mr. Locke and his friends, who were for the central line?—No.

4772. Did they not put up their coast line against your central?—Yes; but they were not fighting for it.

4773. But they were fighting against your better judgment?—Certainly.

4774. Now about the central line, one of the vices of this proposed Devon and Dorset line is, that it would put Bridport on a branch; what the South-Western had to give, Bridport got by the central line?—It was got by a line running from Axminster to Bridport, to the town.

4775. That is to say, the central went down through Axminster, and there was a branch back to Bridport?—Yes.

4776. Now be good enough to tell the Committee how you distinguish Bridport being a branch, as regards Bridport only, being on a branch in this scheme, and being on a branch in the central?—You are now taking the central scheme as it was, and not as it is to be. The line, as proposed by the South-Western, is a line from Dorchester to Exeter, through Bridport.

4777. Proposed where?—Is sanctioned by the meeting in May last.

4778. Do you mean that there is a plan for it?—Yes.

4779. A section?—I believe a section of it.

4780. That sounds like Captain Moorsom's line?—I have had one in my possession for years.

4781. "Hot dinners prepared on the shortest notice;" you have got such a line?—If you want my opinion, the Great Western always had a line from Maiden-Newton down to Bridport, and I was always opposed personally to interfere with that line in the least degree; and therefore I stated that the line between Bridport and Dorchester, if the central line be made, cannot, so long as that Bridport and Maiden-Newton line exists, be filled up.

4782. You have made a charge against this line, that Bridport went upon a branch?—Yes.

4783. And you have praised the central line?—Excuse me, I have not praised; I only praised the central line as it then existed; but with that central line you want a line from Bridport to Dorchester which will put it on the main coast line from Exeter to Southampton.

4784. I would rather prophesy about past events; is it so, that upon the central line (the very justly praised), in that line, Bridport was to be a branch, as it is on this line?—Yes; if you leave out the Dorchester it was, but with this difference, that it had a branch on to the main line from Axminster to London and Bridport, as well as a branch from Devon and Dorset, which is a branch of the Wilts, Somerset and Weymouth, which is also a branch of the South-Western line.

4785. Would not the Bridport passenger *viâ* Axminster have to change his route?—Probably.

4786. You cannot determine whether he would or not upon this occasion; it all depends on the working of the line?—Yes; you can only take probabilities.

4787. But, however, that depends on the working of the line?—It does.

4788. So that what my friend Mr. Calvert called your wide view, that is not a broad view of this case; a narrow view; a narrow gauge view; you are entirely for the narrow gauge line in this district?—I am.

4789. As an agriculturist, I understand you to speak?—Yes.

4790. Do you want that line to Honiton?—Yes.

4791. Which will bring into that district the lime best, the broad or narrow gauge?—You may find lime, or two or three articles, it will bring it better perhaps by one than the other.

4792. I am speaking now as an agriculturist?—I am not an agriculturist; I never said I was.

4793. But you said, as an agriculturist, you will ruin our country?—I am speaking of markets.

4794. It would seem to me as an agriculturist, as regards that item of lime, which would

would have the preference?—I do not know that there would be any very great difference. *J. Locke*, Esq., M.P.

4795. Do you know the South Devon line?—Yes, I know it a little.

4796. Do you know that upon that line, there is any facility for large quantities of lime?—Yes, I believe there are facilities, and, I believe, lime, on the South Devon. 27 June 1853.

4797. Do you know that it gets up as high as Bridgwater at present?—I do not know that.

4798. But it at any rate would supply the Honiton agriculturist with lime?—Yes, it might.

4799. If you put it in a direct route?—It might.

4800. Now, as regards the agricultural items; my friend spoke of this line not passing through Chard; do you know that there is a Bill before Parliament for a line to Chard this Session?—I do not know.

4801. Or that it will sit to-morrow?—I do not know.

4802. Or that it was before this Committee, and has gone to another?—No; I saw it in the notices; I know no more than that.

4803. Then, in point of fact, your experience always led you to this result, I dare say; that a line that passes through one town does not very often go through another?—Yes.

4804. That is the conclusion at which you have arrived?—Yes, I think so.

4805. The central line went through Crewkerne and Chard?—Not through Chard, near it.

4806. It did not go to Ilminster?—No, it did not.

4807. I think, in that instance, Crewkerne and Chard had the benefit and Ilminster not?—Not to that extent.

4808. But the acme of perfection of a central line cannot be brought to go through every town in the district through which it passes?—No, that is not possible.

4809. Supposing Chard has a line actually brought to it; Honiton has a line actually brought to it; then the only town in that district without a line is Crewkerne, is it not?—No; I would be very sorry to say that. It is without it; but there are other towns not marked upon that map. There is Sherborne, at all events, has not got it. That map on that wall only just shows what is convenient for you; but if you will take the towns on the other side of Sherborne.

4810. I was coming in that direction; I had only got as far as Crewkerne; now, the Great Central from Salisbury to Exeter; did it go through Yeovil or put Yeovil on a branch?—It went within a mile; as close as I could get.

4811. The very able engineer did the best he could, of course; but there was a mile branch to Yeovil?—Yes, there was a mile branch.

4812. Yeovil is a rather considerable place, is it not?—Yes.

4813. There is a glove manufacture there?—Yes.

4814. It is increasing?—I cannot tell you that.

4815. Say "yes"?—I will say "yes" on your suggestion.

4816. The engineer at Devon was content to satisfy Yeovil with a mile branch?—I could not satisfy it in any other way.

4817. You were obliged to yield then to the necessities of the case, like any other engineer?—Yeovil was one of the cases, if you want to put that as a comparison with Bridport, there is no practical difficulty why Bridport should not be on the main line, but there was with regard to Yeovil.

4818. Did not the Wilts, Somerset and Weymouth go through Yeovil?—It came in another direction; these maps do not show it.

4819. You and I know the matter better than that map?—I know it perfectly well.

4820. And we know, do not both of us, that your line coming from one direction had a branch of a mile into Yeovil; the Wilts, Somerset and Weymouth, coming from another direction, went through Yeovil?—Goes nearer to it.

4821. You say that the Bristol and Exeter had, when it passed, no relation to London?—I said it was passed as a Bristol and Exeter line. If it had been set up as a line to London, to the exclusion of the more central line, it would scarcely have been admitted.

4822. The Great Western went to London?—It did.

4823. You have put before the Committee the parallel case of the London and

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York carrying this line, by passing through a comparatively open district, and saving a distance of 20 miles; now, first of all, it was a little more than 20 miles, was it not?—No, I think not, as it is made.

4824. I am told it is 26?—I really do not recollect.

4825. At the back of York there was rather a larger matter than arriving at Honiton, was there not?—Yes.

4826. Honiton is a great place; but Scotland, and that district, would also compare, in fact, I think exceed Honiton?—If you give Honiton the advantage of Plymouth and Cornwall, I am not quite sure that it would tell very much in your favour. It would, perhaps, tell in favour of the west of England.

4827. You will put out Plymouth, because there is the broad gauge there already?—But that goes entirely by the coast. Look at Exeter, the coast line goes to Plymouth. If you suppose all the districts lying between Exeter and Tavistock, and that district, is to be without a railway, then you are supposing more than I can. You do not pass over Dartmoor to go to Tavistock.

4828. Which way do you go?—I went by the road, which is not over Dartmoor; Dartmoor is very much higher.

4829. Durham is as populous as that district, is it not?—Yes; when we get as far as Durham.

4830. The London and York took Lincolnshire as a mouthful; would you compare this district, North Devon and that district, with Lincolnshire, a country of produce?—I think I should not as a country of produce. I thought you were speaking of population.

4831. I am getting a little beyond Honiton; I am passing out of the home circle; I am getting down Exeter; should you compare the Lincolnshire district as a country of produce, or rather that portion of North Devon with Lincolnshire?—No, I should not.

4832. With respect to the Mid-Western; you have put before the Committee that there was an open country there, and that the Mid-Western was thrown out, and that the Tring and Oxford was passing through that district; do you not know that the Tring and Oxford goes from Oxford to Tring quite on the outside; on the edge of the district?—It comes in at the bend; that is the point where the Tring loses it, and it comes from there across to Oxford.

4833. Does it come precisely in the direction of Oxford?—Very nearly.

4834. Whereas the Mid-Western took the direction from the letter "O," in Oxford, to the letter "L" in London?—Yes.

4835. That being the narrow gauge outlet; the Tring and Oxford is a narrow gauge junction with the Oxford, Worcester and Wolverhampton?—I do not know that you ought to say narrow gauge outlet, because the Oxford, Worcester and Wolverhampton is on the mixed gauge.

4836. Working with the narrow only?—I think Mr. Brunel will tell you it is working with both.

4837. The Oxford, Worcester and Wolverhampton being in connexion with the Worcester and Hereford narrow gauge, that passed the Commons?—It did.

4838. The Newport, Hereford and Abergavenny, is a narrow gauge?—Yes.

4839. Do you not know that that district through which the Mid-Western was proposed to pass, and which Mid-Western was thrown out, is accommodated by lines not upon that map, the Great Western line, one to Wycombe, to throw out a spur as it were to Wycombe, like the Windsor branch, and then to Uxbridge, so going up nearly to the letter D, and a third line on the same route, passed this Session to Henley in the same direction?—That is not upon that map.

4840. Are you not aware that through that district through which the Mid-Western is to pass, there were lines put to show the Committee that those branch lines occupied that district?—I believe there is a Henley line promoted by the Great Western running in that direction.

4841. The yellow line, the Devon and Dorset, those lines go up, and those coming down; there were lines from the main line dropping two places in the district, and so supplying them?—Yes, but not exactly as this district is proposed to be supplied, or you would have admitted the Oxford and Mid-Western line.

4842. This line threw a line from the main line to Sidmouth?—Yes.

4843. And you can go no farther, there is the sea; it also throws a branch on the main line to Bridport, and then again the sea?—Yes.

4844. Therefore, so far as those branch lines are concerned, they go all the extent to which they could give accommodation?—Certainly, I do not pretend to make

make any point against the laying out of that line; I do not mean to say that it is not the best that could be laid out occupying those districts; but I object that it should be put into the hands of a hostile party, who will not use it in the way the country has a right to have it used.

4845. Supposing that line were possible, and suppose for a moment the public satisfied Sidmouth and Bridport, your loss in this country would be, that the line from Axminster to Salisbury would not be likely to be made?—No.

4846. At Yeovil there would be broad gauge?—There might be.

4847. I mean, supposing the Wilts, Somerset and Weymouth made?—Yes.

4848. And from Yeovil you get to Salisbury?—How, go round by London.

4849. No, through Salisbury?—I do not know that; I thought the line to Salisbury had been abandoned. I fancied throughout there had been an error somewhere, and I see it now; you suppose that that line will not be made.

4850. Supposing that is made, and if you will assume a carriage starting on a broad gauge from Exeter to Axminster, then the change on the broad gauge will only be between Axminster and Yeovil as regards Salisbury?—Yes.

4851. At Salisbury you would find narrow gauge?—Yes.

4852. Is that after assuming the full amount of your object happening at Salisbury, then, if even the central were carried down through this district, and arrived at the broad gauge at Exeter?—Certainly, after.

4853. How is that?—Because you are subjecting all the people that live in that district to break the gauge at Salisbury, whereas if you made the break at Oxford they would be free of it.

4854. Do you mean that if the numbers are small, the inconvenience would be also small?—At all events the numbers would be diminished by all the population from Exeter to Salisbury.

4855. But even to that large population from Exeter to Salisbury, that inconvenience would not arise till they got to Salisbury?—They would drag them all round by Warminster. I do not know whether you consider that no inconvenience; for my part, I consider it a great inconvenience.

4856. Do you put that at 20 miles?—I put it to more than half, certainly.

4857. You probably do not know, the distance?—I did not know which way you were taking me; you were travelling round a great many towns, and I did not know which way you were going; if you look at the distance from Yeovil up to Frome, and down again to Salisbury, as compared with a line that goes almost straight, it must be nearly 20 miles.

4858. Supposing it is 13 miles?—Then it is 13 miles inconvenience.

4859. Do you know how long the South-Western narrow gauge express train takes to get to Dorchester?—I do not.

4860. Distance is measured by time in railway travelling, is it not?—It is in one sense, but there is a question of the pocket besides.

4861. I am speaking merely of distance as regards actual distance?—You are speaking of distance, but I am speaking of pocket in distance as well as time.

4862. May I take first of all upon the question of time; supposing the narrow gauge express train takes 5 hours and 10 minutes to get to Dorchester, and the express train takes only 5 hours and 15 minutes to get to Exeter?—Yes.

4863. Assuming a man coming from London, a plumper of your own, and taking 5 hours 15 minutes to Exeter, and that going on the other gauge, and at the ordinary speed, to Dorchester took him 5 hours and 10 minutes by the narrow gauge; then by the same speed on to Honiton, which way would he get to the bosom of his family quickest?—When he got there the poll might be closed, certainly.

4864. If he came by the narrow gauge?—Just so.

4865. You have given us the way by the central line G. W., a great way round, instead of S. W., a short way round; have you calculated the distance from Honiton by Maiden-Newton to London; have you given that?—Yes.

4866. How much is it?—One hundred and eighty-five miles and a-half.

4867. Which way is that; is it by Maiden-Newton and Chippenham?—The Great Western from Honiton *viâ* Dorchester.

4868. How then?—*Viâ* Dorchester and Southampton.

4869. Yes?—One hundred and eighty miles and a quarter.

4870. That distance saves three miles, does it not?—No, five and a quarter; I stated that before.

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4871. Now, the honourable Chairman asked you a question as to whether you supported your cental line upon the through traffic only, or upon local traffic; have you ascertained what the through traffic is from Exeter; it is very trifling indeed, is it not?—You say it is very trifling, therefore you may take it so. I do not happen to know; I do not believe it is trifling; you may take it as you say, I do not want to contradict you.

4872. I mean from Exeter proper?—I believe there is a great deal of through traffic.

4873. I mean the traffic from Exeter proper?—I tell you that I have no means of judging.

4874. Now, you stated that the panic stopped the South-Western, and that the panic stopped the Great Western in the execution of their lines?—Yes.

4875. Then how do you account for the Great Western getting over the panic in 1852, and depositing their plans, and the South-Western not getting over it?—Because, I suppose, the Great Western was the sharper of the two.

4876. But what do you say to their going on with other lines that they had also not made; take, for instance, the Wilts, Somerset and Weymouth Line?—They were got three years before the central line, and they had three years start; and my opinion is, that if they do not pass this Bill, they will make the central line in a shorter time than the Wilts, Somerset and Weymouth, by three years. It ought to have been made before the panic came on. You passed the Wilts, Somerset and Weymouth in 1845, and the other was not passed till 1847.

4877. Were you not prosecuting your central line?—Not till the following year.

4878. The year following the Wilts, Somerset and Weymouth passed, you began coming to this district?—Yes; the Bill did not pass that year; the central line was passed in 1848; I said just now 1847, it ought to have been 1848.

4879. But it was initiated in 1847?—In 1846, I believe.

4880. Suspended then 1846, and lost; 1847, suspended?—Suspended by Parliament.

4881. One thousand eight hundred and forty-eight, passed?—Yes; I know there are three years difference between them.

4882. It is as my friend Mr. Calvert says, that the year after the Wilts, Somerset and Weymouth was made, you began to bring forward these schemes for this district?—Yes.

4883. Then came the panic?—Yes.

4884. After the fight for this district?—Yes.

4885. In 1852, the Great Western deposited their plans, and went on with their Wilts, Somerset and Weymouth?—Yes, they deposited their plans; but I do not know about their going on with the Wilts, Somerset and Weymouth.

4886. That I should tell you we have already had evidence upon?—I did not know that; take it as you state it.

4887. In the autumn of that year, the South-Western passed their adverse resolution about this district?—So you say, as far as the construction of the Wilts, Somerset and Weymouth goes; I did not know that.

4888. After you had got your Bill in 1848 for the short central, do you not know that it was by resolution of the House, I forget whether it was by that or by a short Bill; but there was a Bill for renewing the powers?—That I do not know.

4889. You have heard of those powers, have you not?—Yes, but I thought you called my attention to a particular one.

4890. I am afraid the South-Western did not apply for one of those Bills, did they?—I do not know.

4891. You did not go to the Board of Trade?—I did not; whether the South-Western did or not I do not know.

4892. After apologizing for obtruding yourself, you said you agreed very much with Mr. Chaplin; Mr. Chaplin is a central man?—I believe he is in favour of the central line.

4893. And the shareholders themselves had placed the company in the difficulty which they were in, you stated that, did you not?—Yes.

4894. And, therefore, it was necessary for them that they should complete the line before them?—I do not know; allow me to see that paper—[*A copy of the "Railway Times" was handed to the Witness*].

4895. Mr.

4895. Mr. Chaplin had said that that was the second best line?—Were you reading Mr. Chaplin's speech.

4896. I am referring to Mr. Chaplin's speech, and reading yours?—I will read my own speech if you like it.

4897. Perhaps you will allow honourable Members at their leisure to take it home and peruse it?—Then you must read the whole of it.

4898. Mr. Chaplin has said?—Never mind what Mr. Chaplin has said.

4899. He had stated this was the second best line. You said your opinion agreed very much with this of Mr. Chaplin, that the shareholders had themselves placed the company in the difficulty in which they stood, and rendered it necessary they should now support the line before them; it was owing to the assurance of Mr. Mortimer and others that the Great Western would not interfere with that district, that they had been formerly induced to object to proceeding towards the west when he offered them a line, with half the capital subscribed by the land-owners of the district", offered who the line?—I should like to read it and put my own emphasis upon it, if you please.

4900. You shall put your own emphasis upon it, if you please, and the action too, if you please?—When he had offered them a line that is being made with half the capital subscribed by the land-owners of the district.

4901. I ask you, offered whom?—The South-Western Company.

4902. And they would not have it, is that so?—Yes.

4903. Those are not very onerous terms, are they?—I do not think they were; but they did not like the terms I proposed to them.

4904. Now, we have heard a good deal about onerous terms?—I do not think they were onerous.

4905. Did you say "that you should now vote for the scheme, and that you would take every opportunity of advocating the central line whenever there was an opportunity of doing so, feeling sure that it would ensure the narrow gauge half the Exeter traffic, as well as all the western traffic beyond Exeter"?—No, not all the traffic beyond Exeter.

4906. Has the report done you more or less than justice?—More than justice.

4907. "There was great difficulty in rejecting a Bill before a Committee, and the cost was enormous; he would never be satisfied until he saw a narrow gauge line to the west, as it was not only necessary for the national defences of the country, but for the development of the traffic of the South-Western; unless they made the short or direct line from Salisbury to Exeter, they could never expect to have any of the traffic of the latter place"?—Yes, those are exactly the opinions I have expressed to-day.

4908. You still adhere to the central line as the right line, in preference to any South-Western project of the coast line?—I do, in preference, certainly.

4909. You have the further objection to the broad gauge?—Yes; I have always considered the broad guage an objection.

4910. As regards the South-Western traffic; supposing you had your central line and the coast line both, you have already told an Honourable Member of the Committee, in answer to a question which he put, that you would rob the other; that would be so, would it not?—It would.

4911. Do you mean the local or the through traffic?—The through traffic; they cannot get the through traffic by the coast line.

4912. That is to say, the through traffic which, if the central line did not exist, would go to Dorchester, and so *viâ* Southampton from the line that would be taking the shorter route of course up to Salisbury?—Yes.

Re-examined by Mr. *Calvert*.

4913. This Wilts, Somerset and Weymouth was passed in the year 1845, was it not?—Yes.

4914. They had three years for taking land, I presume, had they not?—They had.

4915. And the panic came in October 1848; therefore before that they ought to have taken all their land, and got through a great portion of their works?—I think it very likely that their powers did not extend more than three years for taking land.

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4916. My learned friend suggested a comparison of the Honiton trains by the two lines; is it not the case, that although the express train of the Great Western travels faster than any train on the South-Western, yet that the average trains are faster on the South-Western than on the Great Western?—I do not know what the speeds are now; but when I took them out in the first case, they did not travel faster than the South-Western; I believe they do a mile or two faster now.

4917. But the ordinary trains of the South-Western appear faster than the Great Western?—They certainly did the last time I made the comparison.

4918. The general passenger, therefore, is sacrificed for the benefit of the rich passenger, who pays for the quicker trains?—That is an inference which any one can draw for himself, the fact being so, as I believe.

4919. With respect to this Warminster to Salisbury line, did not Mr. Mortimer say that nothing but a mandamus should compel the Great Western to make it?—I believe he did, but he said so many things, that I can hardly say.

4920. Now, you compared the scheme of the Great Northern with the scheme of this line; supposing the 29½ miles to be made between Exeter and Axminster, and a line to be made from London to Salisbury; I believe there will only be about 25 miles to be made from Axminster to Salisbury?—Possibly.

4921. Whereas in the Great Northern there would be 200 miles to be made; you took that into consideration, when you made the statement to which I have just referred; you were comparing the prospect in the one case, with the additional quantity of line to be made in the other?—I give the space in width and not in length; I do not assume that there is the same area in the 50 or 60 miles that there are in the 200 miles. The distances between the two lines are as great for the admission of a line here as there was it the north of England.

4922. Now, you were asked about the prospect of a communication further west than Exeter; as to a military communication with Plymouth, being upon that line, that is out of the question?—I am satisfied that in a national point of view the line from Exeter and Plymouth must be made at length.

4923. By the *Committee.*] What are the inducements to do that?—First of all, there is a line from Plymouth to Tavistock, I presume there is some local advantage from Tavistock; there is Oakhampton, I apprehend there will be some local advantage to the parties; from Oakhampton down to join the Crediton Railway is a very little distance, and a very easy country, and the distance is so small, that I am satisfied the country from Tavistock to Crediton and into Exeter, will be made if the broad gauge does not shut up the country, I have no doubt about it, the distance is nothing.

4924. Mr. *Calvert.*] As to a military communication, that line down on the coast is out of the question?—I should think so, but I am not a military man.

4925. But is it not the fact, that 100 men with a very small quantity of gunpowder, would very soon destroy that land and anything on it?—Yes.

4926. With regard to the Bristol and Exeter, originally did it or did it not communicate with the Bristol and Dorchester when it was first laid out?—I am not certain whether it did or not; my impression is, that it was a line from Exeter to Bristol as a mere local line, and not as a London line; I am not sure that it did make a connexion with the Great Western.

4927. I believe the Yeovil valleys run north and south?—They do.

4928. And that is a reason why the east and west communication cannot come up to the town?—The hills come down, so that the passage of the central line, unless it ran through those hills, cannot get directly into the town.

4929. Now, my friend asked you about prophecying about past events; was there not, in truth, a narrow gauge in the year 1845 or 1846, thrown out by the Great Western; the Bill was thrown out for the opposition?—Yes.

4930. When you first projected your scheme, I believe it was originally a through line, through Bridport, was it not?—No, I think not.

4931. There was another engineer, was there not, before you took it up?—Bridport has been on a main line; this district of country, from Exeter and Salisbury, has been promoted in the direct way, through Yeovil, by both companies; and if there is not traffic for the one there ought not to be for the other.

4932. After that, the Wilts, Somerset and Weymouth was passed, which had a branch from Maiden-Newton down to Bridport?—Yes.

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4933. The object was not to run through Bridport, but to run through that country?—That was the object when we took up the scheme.

4934. Now, the resolution of the town council was of the 5th of May, was it not?—I do not know.

4935. But do you know enough to know that it was the resolution of the South-Western Company?—I believe it was. I got a letter from some constituents of mine upon the subject.

4936. Am I right in suggesting that the interest connected with the property much outweighed every other consideration?—Yes; I feel certain that the town of Honiton, at this moment, if they had been aware of this resolution, would not have signed a petition in favour of this Bill.

4937. By the *Committee.*] Your attention has been entirely drawn to what is called the central line; now tell us something about this line as a coast line; it is intended by the one to fill up a short gap; supposing we begin at Portsmouth, and come down to Plymouth, do you think it is well or ill laid out as a line in continuation of that which exists?—If you take the Weymouth and Dorchester, and with Yeovil——

4938. Do not go to Yeovil, answer the question, from Southampton to Exeter simply as a coast line?—Then it is not.

4939. It is not what?—It is not a good line as between Southampton and Exeter.

4940. Point out where you think it is deficient?—It is defective as between Dorchester and Bridport, and the part between Bridport and Axminster; there are gradients upon this line between Bridport and Maiden-Newton that there would not be, and need not be, upon any line between Dorchester and Bridport and Axminster.

4941. Do you attach importance to the break of gauge being at Exeter in a public point of view?—I do; I adopt the view which was expressed here by a military authority the other day, by one of the Ministers, that if you are to have a break of gauge at all, let it be as far from London as possible; I say that not only as a civilian, but also with reference to national defences; because, if it is good for these towns, it is equally good for all the districts of the country; we know that Southampton, Portsmouth and London wish the break of gauge should be put off as far as possible, and what is good for one is good for another.

4942. Looking at the communication between Portsmouth and Plymouth, does it make any difference whether the break of gauge is at one place or the other?—No, except as stated by Lord Palmerston the other day, that there is a depôt at Exeter, and that there is a large body of troops.

4943. Mr. *Calvert.*] Will it not be the case that the break of gauge will be entirely avoided if it is carried now as far as Exeter, and a narrow guage be made from Exeter to Plymouth?—Certainly.

[Adjourned to To-morrow, at Twelve o'clock.

Martis, 28° *die Junii*, 1853.

WILLIAM BECKETT, Esq., IN THE CHAIR.

Mr. *John Clinch*, was called in; and Examined by Mr. *Calvert*, as follows:

Mr. *J. Clinch.*

28 June 1853.

4944. I BELIEVE you are a general trader in the city of Exeter?—I am.

4945. Were you formerly in an extensive stage-coach business at Exeter?—My father was, and I assisted him in it.

4946. Were you engaged for several years in the service of the Exeter, Yeovil, and Dorchester Railway?—I was the secretary to that company.

4947. Are you well acquainted with the district through which the South-Western line now runs?—Yes, I am.

4948. And also the proposed extension from Dorchester to Exeter?—I am.

4949. Have you, by reason of your business and otherwise, acquired a general knowledge of the towns along that country, including also the Wilts, Somerset, and Weymouth country?—I am not so well acquainted with the Wilts, Somerset, and Weymouth country, as with the towns on the line between Dorchester and Exeter, and the extension from Dorchester to London and Portsmouth.

4950. I believe, before the railway times there was not much intercourse between Exeter and the towns to the north of Yeovil?—We had no coach in that direction.

4951. The great trunk line of communication was by Dorchester and Salisbury, was not it?—The great trunk line of communication to London was by Salisbury, partly through Dorchester and partly through Yeovil.

4952. One was 172 miles, and the other 166, was not it?—The route from Exeter to London, by way of Dorchester and Salisbury, was 176 miles.

4953. And by way of Yeovil and Salisbury?—By way of Yeovil and Salisbury, about 170, and then there was another route leaving out Salisbury, which lessened it to 166. The lines diverged at Honiton and Axminster, and converged at Salisbury and Andover.

4954. What were the proportions of traffic in the different directions; there were three streams of traffic, one to Bristol, and the north of England?—Yes.

4955. One to Southampton, and the south-east of England?—Yes.

4956. And one to London?—That is so. The one to Bristol comprehended the traffic between Exeter and Bristol and the north of England, and is now occupied by the Bristol and Exeter Railway. I think the proportion of traffic to Bristol may be computed at one-fourth.

4957. And of the Southampton?—An equal proportion, about one-fourth.

4958. With regard to London?—London, equal to both put together; half; that is equal to the traffic to Bristol and the traffic on the southern coast.

4959. Of course the construction of the Great Western Railway and the Bristol and Exeter Railway diverted the through traffic, did it not?—Yes, it has entirely diverted it.

4960. But in spite of that, is there communication between the coasting towns, which is considerable, at the present time?—Yes, very considerable at the present moment; as from Portsmouth to Plymouth, several coaches still continue in that direction.

4961. Supposing there were a line made from Salisbury to Exeter, as I understand you, three parts of the old Exeter traffic would be due to that line when it got as far as Axminster?—I take it three-fourths would then belong to it, certainly; that would be about it.

4962. Two-fourths the London traffic, and one-fourth the traffic on the coast; supposing those lines made to Axminster, the effect would be that three-fourths of the old Exeter traffic would combine there?—Yes.

4963. You were acquainted, were you not, with the objects which the people of Exeter had in view up to the year 1848?—With reference to railways.

4964. As to railway communication?—Yes.

4965. If

4965. If the scheme had been sanctioned in 1846, I suppose it might have been carried out before the panic arose in 1848?—I should expect such; I never entertained the least doubt of it in 1846.

4966. The company of which you were secretary, I presume, would have made great progress before 1848?—Yes; I am positive that if it had been carried in 1846, it would have been constructed, and I think it would have been so, if carried, in 1847.

4967. In 1846 we are told that the passing of the Bill was prevented by the opposition of the broad gauge line?—Yes, it was.

4968. In that way, then, the objects of the commercial people at Exeter were in the year 1846 defeated by the opposition of those lines?—Undoubtedly.

4969. The practical result has been to keep the traffic in their hands from that time to this?—That would be the result, certainly.

4970. I believe the people of Exeter never abandoned the view of having a communication from London to Exeter, which they had planned in 1846; they were stopped by the difficulties of the money-market, were they not?—Yes; they never abandoned the hope of it.

4971. In short, it was always an object at Exeter, although there was no possibility of carrying it out while the money-market was in the state in which it was in 1848, 1849, and 1850?—There was certainly deep regret felt when they found themselves unable from circumstances to do it.

4972. I believe a committee was formed in March 1853, of the traders, to watch the events connected with the proposed Devon and Dorset line?—There was.

4973. You are aware that a resolution was passed by certain merchants at Exeter in March 1853?—Yes.

4974. That included a subscription, did it not?—It did.

4975. And a communication with Mr. Cardwell's Committee?—Yes, there was.

4976. And I believe, under the notion that Mr. Henley was the Chairman of the Committee, a letter was written to Mr. Henley?—A letter was written in my presence to Mr. Henley, and, I believe, an answer was received.

4977. Were you sent yourself to communicate personally with Mr. Henley on that Committee?—I was.

4978. Were you sent by the merchants at Exeter?—I was.

4979. Was it at their expense?—It was.

4980. I believe your object was to get an appointment made for the examination of witnesses before that Committee?—That was my object.

4981. Did you make an application to the Committee for that purpose?—I applied to a member of that Committee; I applied to Mr. Deedes, who was the Chairman on the Committee in 1847, because I thought that, having paid considerable attention to the subject, he would feel some sympathy for the situation of the inhabitants of that district, in consequence of their being about to be turned over to the unlimited power of the broad gauge party.

4982. We have heard that in April rumours were afloat that the South-Western Company would come forward?—I believe it was in April.

4983. Did the Exeter committee then turn their attention to the assistance which might be obtained from the South-Western?—Then naturally they turned to the assistance which they would receive from a company like the South-Western.

4984. Are you acquainted with the circumstances of Mr. Daw's petition?—Yes.

4985. It was drawn by Mr. Daw, was it not?—It was.

4986. And presented by him in April?—I do not know when he presented it.

4987. Supposing the South-Western Company had not come forward, would there have been an appearance by Mr. Daw upon that petition?—There would have been, because it was so determined at the Exeter meeting, before the South-Western Company was ever thought of.

4988. Quite independent, then, of any South-Western assistance, the traders of Exeter would have had their case heard upon the petition of Mr. Daw?—We were not aware, at the March meeting, when Mr. Daw declared that he was about to present his petition, that the South-Western Company were coming forward in the field at all.

4989. I believe Mr. Daw is a solicitor of extensive practice in Exeter?—Yes.

Mr. *J. Clinch.*

28 June 1853.

4990. Did he attend and communicate with the tradesmen of Exeter in the month of March or April?—Yes; he attended a meeting.

4991. In truth, a great number of his clients are in other business?—Yes.

4992. And he would have attended, I presume, in person?—Mr. Daw attended in person.

4993. And would he have attended here in person?—Yes; he offered to attend here in person for the purpose of supporting his petition, because the funds of a private collection of that sort could not be sufficient to incur very large expenses, and we thought we should come before this Committee as traders with Mr. Daw's petition, and ask for redress before this Committee.

4994. Were you present at the meeting of the 30th of May?—Of the inhabitants of Exeter.

4995. Yes?—I was.

4996. You are aware of resolutions passed upon that occasion; did you assist Mr. Haycock in preparing the tables which were put in to the Committee?—Yes.

4997. Did you ascertain that the figures of those tables were correct?—Yes; I believe they are substantially correct.

4998. It has been inquired why the northern lines were selected for the purposes of comparison?—I selected the northern lines for this reason, that we draw our supplies from the north of England and from London, and therefore, as goods came from the north of England, it naturally suggested itself to see what the charge was as far as Bristol, and then what the charge was from Bristol to Exeter.

4999. There is a comparison made with the South-Western scale of prices?—There is.

5000. Why was that selected?—I thought it was the very subject before us, as regards rates: What are the existing rates between Exeter and London, and what would be the rates, provided the Dorchester and Exeter line were carried, according to the rates now charged by the London and South-Western Company as far as Dorchester.

5001. I believe there are three systems of charges of railway companies?—There are.

5002. The parcel system goes up to 500 pounds weight by law?—Yes; and I believe I am right in stating, that under 500 pounds there is a discretionary power in the railway company to charge at whatever rate they think fit; I think that is a clause in the Act of Parliament.

5003. Is that on the Bristol and Exeter line?—I do not know; I am not quite aware; I do not speak positively.

5004. The next rate is the tonnage rate?—There is a tonnage rate.

5005. There is a tonnage rate and a mileage rate?—Yes.

5006. Explain distinctly the difference between those two rates?—In the tonnage rate the railway company are carriers; they receive and deliver the goods at a certain rate under four tons. If a quantity of goods exactly of a similar description exceeds four tons, then the sender goes to the railway company and hires a truck; he places the goods in the truck, and delivers them himself. That is the mileage rate, and that is charged at a certain sum per mile.

5007. In the case of the mileage rate he delivers them himself at the station, say in London?—Yes.

5008. When the truck arrives at Exeter, who takes them out of the truck at Exeter?—Whoever he consigns them to.

5009. Therefore he delivers the goods at the place from which they are sent, and he receives the goods at the place to which they are sent?—He does.

5010. And in either case he incurs all the expense and all the responsibility of taking the goods to the station in London, and also taking the goods from the station in Exeter?—Yes.

5011. Explain what the tonnage rate is?—In the tonnage rate the company are the actual carriers, and receive the goods, and deliver them themselves, and it is under four tons.

5012. By the *Committee.*] They act as carriers, in fact?—They act as carriers.

5013. Mr. *Calvert.*] In the one case they are carriers, in the other case they are merely acting as haulers?—Yes; even in that case they are not bound to collect and deliver, because parties may collect and deliver independently of that; it may be for the carriage and the carriage only; the rates are for the carriage, and

and for the carriage only. There is also a sum for collection and delivery, but that includes the expense of putting into the carriage.

5014. When they go upon the footing of a mileage rate, there is no responsibility?—None.

5015. All they have to do is to draw the goods so many miles?—You hire a truck; you may put in three or four tons; you must pay for four, and they draw it for you.

5016. It is four tons upon the Bristol and Exeter line?—Yes.

5017. Do you know how many tons it is upon the South-Western?—Three.

5018. Therefore if there is an advantage in that, you have the advantage of the mileage rate in respect of three tons upon the South-Western line, but you must make it four tons if you have the same advantage upon the Bristol and Exeter line?—Yes, that is a considerable advantage.

5019. I presume that that proceeds upon the different capacities of the trucks upon the broad gauge and the narrow?—Yes, I believe it would arise from that cause, calculating generally.

5020. I believe the broad gauge trucks will take six tons?—I have engaged a truck once or twice, and the one I have engaged for four tons would take six tons.

5021. Can you tell me how much the narrow gauge would take?—I cannot.

5022. It would be smaller?—It would be evidently smaller.

5023. In order to institute a fair comparison between the charges of companies, you cannot compare the mileage rate with the tonnage rate?—No; because the conditions are unequal in the one, the company are the carriers in the other; they are merely haulers.

5024. They are in truth payments for different things?—For quite different service.

5025. Then, of course, again, you cannot compare the parcel rate and the tonnage rate?—No.

5026. You must compare each rate with the corresponding rate of the other company?—Yes.

5027. Is the first of those two tables the tonnage table?—They are all tonnage; I have nothing to do with any other rate but tonnage.

5028. You have made a comparison between the two companies, taking the same rate of each company, making it the tonnage rate?—Yes, because it comprises a vast amount of all the goods brought into Exeter; the tonnage rate applies principally to the goods brought into Exeter.

5029. Did you assist in preparing the second table as well as the first?—I prepared the second table, being a comparison between the through charges as at present existing, and those which would exist, provided the Dorchester and Exeter were constructed.

5030. I believe that where railway companies take traffic for a longer distance, they charge at a lower rate per mile, do they not?—It is usual, and it is borne out.

5031. What difference would that make in the charges which you have put down in that table?—I should think about 2 *s.* 6 *d.* diminution, rather more than 2 *s.* 6 *d.*; 2 *s.* 6 *d.* to 3 *s.*, in consequence of the increased distance of 56 miles.

5032. By the *Committee.*] Per ton?—Yes.

5033. Between London and Exeter you mean to state that it is 2 *s.* 6 *d.* less when it is extended to Exeter, than when it is confined to Dorchester?—In addition to the present calculation, 2 *s.* 6 *d.* ought to be deducted from the charges as between London and Exeter *viâ* Dorchester, in consideration of the extended distance.

5034. Mr. *Calvert.*] Were you present when Mr. Haycock was cross-examined?—I was.

5035. In that cross-examination, was the mileage rate put as a matter of comparison with the tonnage rate?—It was.

5036. I presume that is a sort of comparison which leads to no result at all?—Certainly not; the first and second will not agree, they are for a different service.

5037. Can you speak to any inequalities in the charges of the Bristol and Exeter Company?—Yes, there are inequalities in the charges as to distance.

5038. I believe you have a document which shows what those inequalities are, have you not?—Yes.

Mr. *J. Clinch.*

28 June 1853.

5039. What is that document?—It professes to be a statement of the charge made by the Bristol and Exeter Railway Company.

5040. In what year?—It is very difficult to ascertain what year, but I think it is 1851.

5041. How did you get it?—I obtained it of the agents of the Bristol and Exeter Company, at Exeter.

5042. Have you ever been able to get one subsequently to that?—Neither subsequently nor before; I have applied at the Bristol and Exeter office, and could not get one.

5043. Mr. Serjeant *Wrangham.*] When did you get that?—I think I obtained this about March.

5044. Mr. *Calvert.*] March of this year?—March of this year.

5045. I have not got a copy of that document, therefore will you point out any inequalities which appear from that document, in the mode of charging for goods traffic upon the Bristol and Exeter line. You had better give us the names of the places, the distance, and the charges?—Bristol to Highbridge, 9*s.* 10*d.* per ton; and Bristol to Bridgwater, 5*s.*

5046. What is the distance to Bridgwater?—There is a difference of seven miles; Bridgwater is seven miles further.

5047. It is 34 miles to Bridgwater?—Yes, I think so; if you will be so kind as to take that document, I cannot see it very well myself.

5048. Bristol to Highbridge, the distance being 27 miles, the charge for first-class goods is 9*s.* 10*d.*?—Yes.

5049. Bristol to Bridgwater?—Five shillings.

5050. The distance being 33 miles?—Yes.

5051. Bristol to Taunton, the distance being 45 miles, it is 8*s.* 4*d.*; Bristol to Wellington, the distance being 52 miles, it is 12*s.* 5*d.*

Mr. Serjeant *Wrangham* submitted that this evidence had been already given, and that the only object was to occupy time.

The *Chairman* stated that not an iota of evidence had been adduced this morning, which the Committee had not had before.

5052. Mr. *Calvert.*] Is there water communication with Taunton and Bridgwater?—From Bristol.

5053. Yes?—There is water communication to Bristol.

5034. Is dried fruit in the third class of the Bristol and Exeter scale?—In the third class.

The *Chairman* stated that the feeling of the Committee was that they were fully informed of these particulars, and that they believed they had a correct note of them without further examination.

5055. Mr. *Calvert.*] Does the classification of goods vary on different railways?—Yes.

5056. The Bristol and Exeter Railway, for instance, has four classes; how many has the South-Western got?—Three.

The *Chairman* stated that the Committee were quite willing to hear evidence on any point which had not been submitted to them, but that he did not think that the little variation in these things would at all affect the decision of the Committee upon the preamble of the Bill.

5057. Mr. *Calvert.*] Seeds, 11*s.* per ton to Southampton; what would it be by the Bristol and Exeter as compared with the 11*s.* per ton?—What comparison are you taking up now, as between Southampton and Bristol and Exeter.

5058. It is 15*s.*, is it not, compared with 11*s.*?—Seeds, 11*s.* Southampton, and 15*s.* Bristol and Exeter.

5059. Wine to Southampton, 19*s.*; what is it upon the Bristol and Exeter?—Twenty-two shillings and ten-pence.

5060. Drapery, 19*s.* to Southampton?—Nineteen shillings Southampton, and 22*s.* 10*d.* Bristol.

5061. Paper, 15*s.* 6*d.* Southampton, and 15*s.* Bristol and Exeter?—Yes.

5062. Hides, 11*s.* to be compared with 12*s.* 6*d.*?—Yes.

5063. Iron 11*s.*, compared with 12*s.* 6*d.*?—Yes.

5064. Hemp?—Eleven shillings and 15*s.*; guano 11*s.* and 12*s.* 6*d.*; leather, 11*s.* and 15*s.*; rags, 11*s.* and 15*s.*; coffee 15*s.* 6*d.* compared with 19*s.* 8*d.*

5065. Is

Mr. *J. Clinch.*

28 June 1853.

5065. Is there a considerable complexity in the charges for parcels on the Bristol and Exeter line?—So much complexity that I would not enter into the question at all.

5066. How many different charges are there?—I think on the Bristol and Exeter there must be nearly 1,800; here is a list of the whole, and I would not take up the time to inquire into such a list of charges.

5067. I believe you never can obtain a tonnage by the Bristol and Exeter Company?—I have applied for one, and never could get one.

5068. I believe in the Bristol and Exeter Act there is a power of charging what they call a reasonable charge for loading and unloading?—I believe there is.

5069. Do you find in their charges that they charge a very large sum under that head?—I do not know in what way it appears in their charges; there are some very excessive charges, no doubt, but the charge of loading and unloading does not form a specific item.

5070. Goods carried from Exeter to Collumpton; that is a distance of 13 miles?—Yes; that is 9*s.* 9*d.*, I think.

5071. That is 9*d.* a ton per mile?—I believe it would be so, at 13 miles.

5072. Is not the highest rate of toll which they are allowed by their Act 4*d.*?—I believe it is.

5073. Then the 5*s.* 4*d.* is introduced as a reasonable charge for loading and unloading; at least that is the only legal excuse for it?—I have not heard what their excuse can be for it.

5074. Are there not many instances of the same description?—Yes; there is a charge for wool 9*s.* 9*d.* to Collumpton, 13 miles.

5075. Wool is a first-class article is it not?—No, it is a fourth-class, that being the higher.

5076. Then they will be entitled to charge 4 *d.*, and they do charge 9 *s.* 9 *d.*?—I presume that is so.

5077. In comparing the charges on the Bristol and Exeter line with the charges of the Great Western; I believe the highest charge for goods on the Bristol and Exeter is 4 *d.* tonnage, is it not?—I do not know those charges.

5078. Whereas, on the Great Western line they have 3 *d.* for the short distances and 2½ *d.* for the long distances, is not that so?—I presume it is so.

5079. In point of fact, all the charges on the Bristol and Exeter, are higher than the charges on the Great Western?—They are practically so.

5080. Upon the Great Western, I believe the fares are up to the maximum charge are they not?—I believe they are 2 *d.* for the first-class, and 1½ *d.* for the second.

5081. And 1 *d.* for the third?—I do not know what the third is; I believe it is.

5082. Are those the fares actually charged by the Great Western Company?—Yes.

5083. The Bristol and Exeter fares are 3 *d.* for the first?—Three-pence for the first, and 2*d.* for the second; I think there is 1½ *d.* for the third, totally independently of their Parliamentary trains.

5084. Do they charge up to their maximum or not?—No, they do not.

5085. Do they charge higher than the Great Western?—They are still higher than the Great Western; for instance, they charge 2¾ *d.* for a first-class passenger, whereas, the Great Western Company charge 2 *d.*; they charge for their second-class 1¾ *d.*, against the Great Western 1½ *d.*

5086. What do they charge for the third-class?—The third-class is 1 *d.* the Great Western, and 1½ *d.* the Bristol and Exeter.

5087. You do not know what they charge?—No.

5088. Can you give us any actual charges in respect of the mileage and tonnage of goods?—No, I cannot.

[The Witness withdrew.

Mr. *John Samuel Ewens*, was called in; and Examined by Mr. *Calvert*, as follows:

Mr. *J. S. Ewens*

5089. ARE you a butter and cheese, and corn and seed factor, near London-bridge?—I am.

5090. Do you get from the neighbourhood of Axminster and Dorchester a large quantity of butter and cheese every week?—Yes.

Mr. *J. S. Ewens.*

28 June 1853.

5091. Do you get the principal part of it by the South-Western Railway from Dorchester?—Yes.

5092. How many tons per week should you say, was the quantity you bring?—Something from 12 up to 20 tons per week.

5093. Do you find in your business, that the butter is injured by the break of gauge; do you find that where you have butter by a break of gauge it has a tendency to damage the article?—It certainly would do damage.

5094. You do not have it in any direction where there is a break of gauge?—I do not have it by a break of gauge.

5095. You think it would damage it?—Yes.

5096. Do you get butter from the neighbourhood of Honiton and Chard?—Yes.

5097. How does it travel?—It is pretty much divided in that neighbourhood; some comes by the Great Western, but the greater portion by the South-Western.

5098. What do you pay per ton for that which comes by the South-Western?—By the mileage rate of the South-Western, I pay 1 *d.* a ton per mile, that is 11 *s.* 10 *d.* per ton.

5099. Have you had any by the mileage rate from Taunton, by the Great Western Railway?—No.

5100. What do you pay for what you get by the Great Western Railway?—A very enormous charge indeed.

5101. What do you pay?—Two shillings and three-pence a hundred weight.

5102. What does that make up for a ton?—I pay that for all that comes by the Great Western Railway.

5103. How much is it a ton?—It would be about 46 *s.* or 47 *s.* a ton, I think.

5104. At the same quantity, what would it bring you from Dorchester?—I think at one ton weight, it would be about 17 *s.*; if less than that, perhaps 24 *s.*

5105. Why have you never had it by the mileage rate by the Great Western Railway?—They declined to enter into any arrangement with me about a mileage rate, saying, that they had to make arrangements with the Bristol and Exeter Company; and, therefore, they could not take my goods at a mileage rate.

5106. The difficulty which they have then, is not with themselves, but with the Bristol and Exeter Company?—They stated so to me (Mr. Seymour Clarke) in a note.

5107. I believe the distance from Taunton is 162 miles, and from Dorchester 137?—I believe it is.

[The Witness withdrew.

Captain *William Scarth Moorsom*, was called in; and, Examined by Mr. *Hope Scott*, as follows:

Captain *W. S. Moorsom.*

5108. YOU are, as we know, a civil engineer, and have been in practice as such for a good number of years now?—For about 22 years.

5109. Before that time, I think you were in Her Majesty's Service, in the army?—I was.

5110. By the *Committee.*] Where is your residence?—In Great George-street, London, and in the neighbourhood of Rochester also.

5111. Mr. *Hope Scott.*] Were you the engineer of the Southampton and Dorchester line?—I was.

5112. Was it laid out by you?—Yes.

5113. And constructed under your direction?—And contructed under my direction.

5114. That was by an independent company, I believe, originally?—It was originally by an independent company.

5115. We know now that it has become part of the South-Western system, and we know under what circumstances; but you are fully acquainted with all the circumstances attending the passage of that line, into the hands of the South-Western Company?—As regards the engineering, certainly, and the other circumstances generally.

5116. Has your attention been much directed to this district, and to the district west of Dorchester?—Yes, very much.

5117. I believe you have been concerned more or less directly in almost every line which has been proposed in the district between Salisbury and the sea, and Salisbury and Exeter?—With the exception of the portion from Salisbury to Yeovil,

Yeovil, I believe I have been concerned with every main line which has been projected ever since the year 1840 in that western district.

5118. We know that in 1848 a settlement of the district was made by Parliament?—Yes, it is generally understood.

5119. We know also that the works have not been proceeded with either upon the broad gauge lines then sanctioned, or the narrow gauge lines then sanctioned; have you in the mean time been promoting independent lines as substitutes for any portion of that system of 1848?—Yes.

5120. Will you tell the Committee what they have been?—I have been endeavouring to promote the extention of the Dorsetshire Railway, to serve the coast district to Exeter, and to give a connexion eventually between Portsmouth and Plymouth; in fact, the whole connexion along the south coast, as well as other lines in Cornwall.

5121. The Cornish lines were also connected with that?—Yes.

5122. You have, of course, paid considerable attention to this matter; have you gone into the traffic question, and have your engineering views been affected by the traffic question which you have examined in this district?—I have gone into the traffic question as far as to ascertain in what directions the traffic of those districts lie, so as to lay out the lines to serve the traffic consistently with the more public purposes of those lines.

5123. The more public purposes would involve through communication, whether for the public at large or for troops I presume?—Just so, and also as regards, in some degree, the Admiralty.

5124. What are the conditions which you think should be subserved, in order to meet those several wants?—First, as regards the trade of the country, an east and west rather than a north and south communication is very desirable for the district in question. The principal line of local trade lies generally east and west, or perhaps I might say rather north-east and north-west; and, as regards public purposes, there should be, in my view, an uninterrupted communication directly from the great naval arsenal of Portsmouth along the coast, as near as may be, to Exeter and Plymouth, in fact to the Land's End, if possible; to Falmouth.

5125. With regard to the Admiralty, you include that in the general public purposes which you have just mentioned?—Yes, in so far as this, that the more nearly that unbroken communication can touch upon the respective bays and ports, the more will the aiding of vessels in distress, and Admiralty purposes generally be served by that communication.

5126. You have spoken of uninterrupted communication; taking London as a centre of public and commercial enterprize, and taking Portsmouth and whatever garrison towns there are immediately south of London as so many centres of military arrangement, would it, in your opinion, be important that the break of gauge, if it must be faced anywhere, should be put at the furthest possible point from those centres?—There can be no question that the further the break of gauge is removed westward, it is infinitely better in a military point of view. There cannot be two opinions upon that point.

5127. And in a commercial point of view also?—The commercial point of view is not so important; that depends rather upon the particular trade of those districts; but it does so happen that the trade of the Southampton district has heretofore, until it was broken by the existing railway communications, converged very much upon the districts around Exeter and Axminster, in that direction I mean, and therefore the less broken the communication, as between Southampton and those western districts, the better for the trade also.

5128. With regard to the course of the line at present before the Committee, in your opinion does it fulfil the requisites (merely as a course of line without reference to the gauge) of a proper line through that country?—It does not fulfil the requisites of a line through that country, even assuming it on the same gauge, so well as if it were directed from Exeter direct to Dorchester direct.

5129. That is, as a coast communication of course?—Both as a coast communication and as regards the purposes of trade.

5130. You would say, that as a coast line, and keeping to Dorchester as its terminus, it ought to be thrown more directly in the direction of Dorchester?—Yes, I think it ought.

5131. We know from a mere glance at the map that, as regards the line from Yeovil to Salisbury, it is thrown on the other hand too near the coast; you say, as

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regards a line to communicate directly with Dorchester, it ought to go in a more straight course to Dorchester?—Yes.

5132. If it were to give a line to Salisbury by way of Yeovil, it would be open to the other objection?—Decidedly, it ought to go more to the northward.

5133. It seems therefore to be laid out so as to serve neither of those districts?—It is laid out as I apprehend, to serve the purpose of occupying that district with the greatest possible inconvenience to those who may use it.

5134. But to the greatest possible protection of the companies promoting the line?—Exactly so.

5135. You have yourself, lately laid out lines with a view to a Dorchester communication?—Yes.

5136. Do you think that a line nearer the coast, and yet sufficiently removed to prevent hostile attacks, can easily be got between Dorchester and Exeter?—Distinctly so, and there have been Government Reports to that effect.

5137. Would such a line have Axminster or Honiton as a common point?—Yes.

5138. So that as far as the continuation of any line from Salisbury, by way of Yeovil, westward, such a line as you speak of would equally subserve that at the Exeter end?—Certainly; the making of such a coast line as I should recommend, would serve the first 30 miles out of Exeter for a more direct communication through the central parts of Wiltshire.

5139. And thus make it common to either system?—Certainly.

5140. Have you not been frequently in communication with the South-Western Company with regard to the extension beyond Dorchester?—Yes.

5141. What treatment did you receive at their hands; perhaps not so good as you could wish?—They have always admitted that such a line was desirable, but they have thought it secondary to a line which should comprise the more central districts of the country, and while they had the expectation that they might get that central line, and that on the other hand no other parties were coming into the district to occupy the coast line, I have been given to understand that they would not come forward to any great extent to assist a coast line, but the question was very much mixed up with internal dissensions in the Board; I believe they would have assented to that line last December, had it not been for two directors who were very hostile, and even threatened them with their proprietors.

5142. I believe that in the year 1851, your company brought a Bill before Standing Orders?—Yes.

5143. In 1851 and the Session of 1852?—In 1851–52 the Dorchester extension line was before Standing Orders; there was a petition presented indeed, to bring in a Bill.

5144. And you were defeated upon Standing Orders?—We were, by the opposition of the parties who are now bringing forward this.

5145. In 1852–53 you had another project?—In 1852–53; the plans are deposited, and are now in the private Bill office and the notices given.

5146. You failed to get a sufficient subscription contract I believe?—We did; we did not deposit the money.

5147. Were both these schemes of which you were the engineer, mainly promoted by local parties?—They were.

5148. By Lord de Mauley and others, interested in the district?—Yes.

5149. You have spoken of communications with the authorities; were they made in connexion with this project of yours, from Dorchester to Exeter?—Yes.

5150. And received the sanction of those authorities?—They did, most distinctly.

Cross-examined by Mr. *Merewether*.

5151. I think I understand you to say that you have been doing all you can to get lines into this district?—I have been exerting myself to procure an extension of the Dorchester coast line.

5152. Not merely as an engineer, I think, but as an orator?—I am afraid that as an orator, my powers of oratory have not been very conspicuous; I do not know where exactly.

5153. You have made many speeches upon the subject?—I should think on the contrary. I have been rather a silent actor than a speaker; if you will give me my speeches I will acknowledge them.

5154. You

5154. You have spoken upon the subject, I believe?—Certainly; I have not been entirely silent.

5155. Notwithstanding the speaking to the extent that it went, and all the struggles, you could get nothing done?—Yes, pardon me; I got a good deal done.

5156. I mean by the South-Western Company?—I got an acknowledgment from the South-Western committee of shareholders, who inquired into the subject, that it was the line of all others which they should recommend to their proprietors.

5157. If they recommend any?—No; I think it was absolute that they recommended that this line should be promoted by the proprietors individually.

5158. That is to say, the extension of the Dorchester?—The extension of the Dorchester.

5159. You found misguided people; I had the honour of cross-examining a gentleman yesterday of other views, you found misguided people for a central line, did you not?—In the South-Western Company.

5160. Yes?—There were a good many of the shareholders of the South-Western Company at one time in favour of carrying the central line.

5161. And a chairman at one time?—Mr. Chaplin was always desirous of carrying forward the central line.

5162. And an engineer at one time?—If you allude to Mr. Locke, Mr. Locke has been consistent in saying that he thought, of the two, if there must be only one, the central line was the better in a public point of view.

5163. I think Mr. Locke thought that if there were to be two, the central line was the best; you on the contrary thought that if there was to be any, the coast line was the best, and the central line would rob the coast line, if it was made the Dorchester extension?—That is a true view in some degree, and untrue in another respect. If there are two lines not only in this district, but in any district, between which the interval is not exceeding what it is here, something like 20 miles, of course the traffic which would be taken by one alone must, in some degree, be divided between two; but to say either that there is not sufficient traffic for both of these lines, or that one would rob the other, while to a certain extent it is true, it does not quite bear out the fact that the public would not be benefited by both, and that there is not enough to pay both.

5164. Let us go to the east of Dorchester; have you not expressed an opinion that the central line would abstract some 17,000*l.* a year from the Dorchester line?—I should think it very likely that I have expressed that opinion, that if the central line were made, and the Dorchester line left as it is, there would be an abstraction of the South-Western traffic, but not, I think, from the Dorchester line. If I remember rightly, that is the abstraction of traffic to which you allude, but if you will be kind enough to put any speech of mine into my hand, I will acknowledge it.

5165. "As he had shown the other day," which seems to intimate that this was not the first speech which you had made; "If the central line was completed, it would abstract 17,000*l.* per annum from their Dorchester traffic; but if they allowed the Wilts, Somerset, and Weymouth line to be made, it would abstract something more"?—To the best of my recollection that applies mainly to the central line being made on to Basingstoke from Exeter, and to the circumstance of the present South-Western traffic from Salisbury, as well as from Dorchester, being affected by it; and the greater part of the quantity affected would be between Salisbury and Basingstoke.

5166. Still it is part of the central line, as to which Mr. Locke told us yesterday that the company would be fools to make the Salisbury and Basingstoke if the central line was not carried on; you think the abstraction of the 17,000*l.* would take place on the upper part of it?—I think the greater portion of that abstraction of 17,000*l.* would take place on the upper part of it; but I do not hesitate for a moment to say that the central line being made, would abstract some traffic from the Dorchester line as well as from the line between Southampton and London.

5167. Notwithstanding your efforts nothing could be very conveniently done, you could not get anything done up to 1851-52?—I could not get the South-Western to take that position which I asked them to take.

5168. In 1851-52 you were lost upon Standing Orders?—Yes.

5169. And in 1852-53 you could not get any money?—In 1851-52 we came independently

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independently forward, but in 1852–53 we had determined that unless the South-Western Company took a different position, the country party would have no chance except to be beaten back by the Great Western Company and the Bristol and Exeter Company, who had beaten them back the former Session; and therefore we, the country party, determined that we would not put ourselves into that false position to come before this powerful company and be beaten, unless we were backed by a sufficiently strong party in the South-Western Company.

5170. By the *Committee.*] Was the Bill in 1851–52 for an independent line?—It was an independent company entirely.

5171. Mr. *Merewether.*] In 1851–52 it was independent, and it had got some money?—Yes.

5172. That was lost on Standing Orders?—Yes.

5173. You have spoken of the bad laying out of this line; forgive my asking you whether such little differences as 18 feet wrong in the level were the Standing Order objections at that time?—No, they were not.

5174. That was the error in the level?—The error in the levels was this: it is a Parliamentary Standing Order to which it applies; the line described upon the plans, instead of being drawn exactly as the line of the sections, was drawn in some cases diverging from it upon very hilly ground, so that instead of showing a level or a cutting, we will say of, 5, 10, 15, or 18 feet, it showed a much less cutting.

5175. Then it was wrong in its description?—It was wrong in its description, certainly.

5176. I hardly dare ask who was the engineer to that line?—I was the engineer; it is a very ordinary case.

5177. In that line you had money, and were not quite right in levels; were the levels right next year?—We had the right levels, and we had not the money.

5178. Is not that the nearest, notwithstanding your efforts, that you have got to anything?—Yes, it is, excepting the pleasure of seeing you; we never should have had you here, if I had not brought forward the other line.

5179. Of course that was attended with a little expense?—Yes.

5180. At the time when there was no money, who paid?—The committee paid all the expenses of the first year.

5181. That was when there was money?—That was when there was money.

5182. My question was when there was not money?—I really do not know who paid the expenses of the second year; I know that I have paid some expenses.

5183. But you did not pay yourself; who has paid the engineer?—I have not had a halfpenny, if that is what you mean; nobody has paid me.

5184. In point of fact, the South Western Company would not stand a halfpenny towards it, would they?—I never asked them.

5185. But did they?—I really do not know; all that I can say is, I never asked them.

5186. You never heard of a halfpenny coming from them?—I have never inquired. If you ask me whether I have ever heard, I am not quite sure whether I have or not. I cannot give it as a matter of evidence; I do not know.

5187. We have had it before this Committee, that Mr. Chaplin described a scheme of this kind as a humbug; it was not one of yours?—You are quite right. Mr. Chaplin at a public meeting did make use of some unguarded expressions, which I replied to, more as affecting the character of my Lord de Mauley and the Committee than anybody else, but they were quite unguarded expressions; I believe he regretted them afterwards.

5188. But that was one of them?—Yes; he said he looked upon the efforts of the committee as a humbug.

5189. At the time he was in that unguarded state he was the chairman of the company, was not he?—It was so; that was on the occasion of his thinking that the central line would at once come forward, I believe; he was honest in getting the central line forward, I believe.

5190. That being so just, let me ask you a question or two about this excessively badly laid out line; is it so execrable as far as Axminster, for instance?—It is bad enough as far as Axminster; it is admirably laid out for the purposes of the two companies, but very ill for the purposes of the public.

5191. As regards the two companies it is admirably laid out; that is to say, do you mean that it comes well away from Stoke?—I mean that, as regards the companies,

panies, a man coming from Heale Station, Collumpton, or anywhere thereabouts, and wanting to go down to Axminster, has first to come into Exeter, then to shift his train; go out again the four and a half miles that he came in, and then go on to Axminster, having made eight miles more than he need have made, by reason of this line being laid out in that way.

5192. What do you think of his getting out at Stoke?—I do not think anything of that, because I am pretty sure he will not; I am satisfied that the trains of the Bristol and Exeter, running as they now do, except the mere market trains, taking the third class passengers, will never stop at Stoke to put down a chance passenger or half a dozen passengers, who want to go eastward instead of coming into Exeter. The working of the Crediton line now will tell you that.

5193. Which railway are you managing now?—I never managed a railway in my life, excepting for the first month or so, to get it into working order; I am not a manager; I am an engineer.

5194. What you state at any rate rests upon your assumption of going four miles into Exeter, and coming four miles back?—It rests upon the fact of what the Bristol and Exeter Company at present does in the working of its trains; it is not an assumption any more than that.

5195. Where?—In working the Crediton line.

5196. What is the distance of the Crediton line?—I may quote also the working of the Torquay line.

5197. What is the distance of the Crediton junction from the station?—Two miles.

5198. That is your view, is it?—Yes, and it would be worked in the same way as the Crediton line.

5199. In order to vindicate your accuracy, you have put a parallel, and you say that that is two miles; is it two miles or not?—It always goes for two miles to Cowley Bridge; we always consider it two miles.

5200. Will you undertake to say that it is two miles; I will not mislead you; it is a mile and a quarter?—It may be on the rails; we always call it in round numbers two miles from Cowley Bridge to Exeter.

5201. You say that you are not well acquainted with the working of the lines in this district?—I beg your pardon, I am very well acquainted with it.

5202. Taking you, you never having managed a line, do you mean to say that you can appreciate no difference between working and managing a line of the distance of four miles, and a line of the distance of a mile and a quarter?—There certainly would be a difference in the abstract, if you take it as a mere question of distance, but the Bristol and Exeter trains, which are fast trains, could never find it, as I conceive, their interest, or that the line could be well worked, by their stopping four miles out of Exeter, for the mere passengers who would be going eastwards.

5203. Do you agree with Mr. Locke, that the direction into Exeter, from Honiton and Axminster, is peremptory for any line of railway; that the Vale of the Otter, and so on, makes on edirection necessary?—If your question means that there is only one entrance into Exeter, that being the entrance by Stoke Canon, I do not agree with that.

5204. The Vale of the Otter I am putting, perhaps you do not know where that is?—Yes, I do perfectly well; but the Vale of the Otter does not go into Exeter.

5205. Does it not meet the direction from the Honiton and Axminster district to a given point; never mind Stoke for the moment?—The Vale of the Otter is a vale which for a certain length from Honiton, the Vale of Honiton, by which name it is much more generally known, runs favourably for an east and west line, but as soon as you get down to near Collaton, it turns away to Ottery St. Mary, completely out of the course for a coast line; then you have to go into another vale, a subsidiary vale of the Exe.

5206. We had the perfection of a line yesterday from Mr. Locke; which way did your line go into Exeter?—The same as Mr. Locke's, by this subsidiary vale of Collaton.

5207. Different from this?—Different from the Devon and Dorset line, certainly.

5208. That is to say, not going from Stoke; taking your line from Honiton towards Broadclist, was it parallel in direction with this from Axminster?—From Axminster to Shute and Offwell and Honiton and Gittisham and Whimple would

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be, as regards that map, identical on my line and on the one there shown, not in minute detail, but from Whimple the course would be diverse into Exeter.

5209. Therefore, diverse and what you call perverse, the difference is that it joins the Bristol and Exeter line at four miles?—Out of Exeter; whereas the other comes into the heart of Exeter.

5210. Where was your station last year?—The station last year was at St. James'-place, the top of St. Sidwell.

5211. Did it join either of the other lines?—Not in the first instance; but it was laid out with a view of joining the other lines eventually.

5212. Was this the plan for which you could not get money, or was this the one for which you got money?—Both were the same in respect of the line you now speak of.

5213. Did that line brought into Parliament join with the other line?—The line of rails was not shown, but it was laid out with a view of joining.

5214. But it did not join?—There was not even sufficient capital for what we proposed to do.

5215. What was the distance between your line and the existing station?—Three-quarters of a mile.

5216. Was not it near a mile and a half?—No; three-quarters of a mile.

5217. A separate station?—A separate station.

5218. How many miles is it from Axminster to Whimple in which your line was identical with this wicked one?—I should think Axminster to Whimple is about 20 miles.

5219. The total of it being what?—About 50.

5220. Twenty miles out of 47; now go east from Axminster, where did you go to then?—In the same direction, I presume, as that map. I mean, that I am certain of my own direction, but I do not know whether that map describes the same valley, I should think it does, in the same direction, apparently, as the Devon and Dorset line on that map, until we come to near Bettiscombe.

5221. How many more miles?—About seven.

5222. Then from Bettiscombe?—Then from Bettiscombe it went right into Bridport.

5223. Was it seven or 17?—About seven miles.

5224. You say you were identical to Bettiscombe, did not you go on as far as Stoke Mill, identical with the Devon and Dorset?—I do not know the particular point which you mean as Stoke Mill, neither do I see it on that map; but I should say that we stopped rather short of Bettiscombe, or on the eastern side of Bettiscombe.

5225. Just look at this map; does not that green line show the direction of your line?—If you had asked me Bourn-bridge, I should have told you Bourn-bridge is the point of separation.

5226. That is east of Bettiscombe considerably?—Yes.

5227. Some two miles; that I may calculate two miles more, making 29 miles?—I should think it would be about that.

5228. Then you went down to Bridport?—Yes.

5229. And you turned up to Dorchester?—Yes.

5230. Of course you complain that the Devon and Dorset falls in at Maiden-Newton into the line of the Great Western, do you know the distance of Maiden-Newton from Dorchester?—Eight miles and a half.

5231. I believe it is seven; but never mind, 8½ miles is better for me?—If you mean from the station, I believe it is 8½ miles from the station; Dorchester town may be seven.

5232. Is it not a fact that at one end of the line it uses four miles of existing line, and at the other end of the line uses eight and a half miles from your figures, seven from mine of line which is to be constructed?—Certainly, it is proposed to use four and a half miles of the Bristol and Exeter line, and eight as I calculate, or eight and a half of the intended Wilts and Somerset.

5233. That is to say, to reach either Exeter or Dorchester, it will make use of four miles, or eight and a half miles of line used for other purposes?—Yes; and it will run over the lines of three different companies; that is a part of the objection.

5434. Then that is utilizing 12 miles in the whole of what I will call to be short existing line?—It is a very bad use; it may be called utilizing in the sense of

lines

lines about to be constructed; I think it is running into three companies where you can have one.

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5235. You think it would be better to turn down to Bridport and then go up to Dorchester, making, of course, so many more miles of railway?—If you put it in that light, of course I must answer yes; but my reason is that it would be in the hands of one complete connected company.

5236. Then, as far as I can see, your objection is greater to the hands in which the line should be, than the line itself?—It is greater to the break of gauge and to having three different parties to deal with as a main point, rather than to the secondary point of the line itself, you have three breaks, you cannot get over that; you have breaks in dealing with the passengers and the goods, and I know that the Midlands have expended an immense sum of money to get over those breaks.

5237. Will you take a passenger from Dorchester to Plymouth; where is the break then?—First of all from Dorchester, he must take a train starting either north or west; I do not know which.

5238. You mean a break by junction, not of gauge?—A break by junction. If he gets into a northern train he must stop at Maiden-Newton, and then wait for a train.

5239. In fact there would be no break of gauge from Dorchester to Plymouth?—No, not if the broad gauge was made through as proposed.

5240. What was the distance of your line?—Fifty-six miles; your plan is about five miles further than mine; something of that kind; you have 48 miles of line to make, but you have something like 60 odd miles to Exeter.

5241. But the construction of our main line is 48?—You have 48, and branches 10, if I remember rightly, making 58, and I had 56.

5242. Had you a Sidmouth branch?—No, the line was laid out so as eventually to obtain one.

5243. You had no Sidmouth branch, you were identical at the same point with the Devon and Dorset?—Yes.

5244. Therefore your Sidmouth branch would have been the same length as this Sidmouth branch?—Yes; comparing the mere lines, *quasi* making the line, you would have 48 miles to make. I should have 56 *quasi* as the distance between Exeter and Dorchester, I believe I should have 56, and you would have 61, if I remember rightly; I think it comes to about that.

[The Witness withdrew.

Lieutenant-General Viscount *Hardinge*, G.C.B., was Examined by Mr. *Hope Scott*, as follows:

5245. YOUR Lordship is Commander-in-Chief of Her Majesty's forces; has your attention been called to the Bill now pending before this Committee?—I have been informed that such a Bill is before the Committee.

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5246. Are you aware of its course upon the map?—I am aware of its course on the map.

5247. Are you aware also of what gauge it is proposed to be constructed upon?—Which Bill are you speaking of.

5248. I am speaking of the Bill between Maiden-Newton and Exeter; Dorchester and Exeter?—Which gauge do you refer to; are you speaking of the narrow gauge.

5249. I am speaking now of the broad gauge; of the Bill before the Committee; does your Lordship think that it would be desirable to construct a broad gauge line, as forming a communication between Dorchester and Exeter?—I confess I would rather have a narrow gauge line.

5250. Would your Lordship think it a still better provision for the country if a narrow gauge line could be got between Salisbury and Exeter?—That is very much to be desired indeed.

5251. Does your Lordship attach great importance to the construction of a line like that?—The line from Salisbury to Exeter would give us an interior line for bringing up troops that might be posted in case of invasion, in London; and, therefore, would be of very great value indeed; we have no such line at present, and we have been obliged to bring our troops round by Bristol.

5252. Any step, therefore, in the direction of securing that central line to Salisbury, would be in your Lordship's opinion a step in the right direction?—

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It appears to me that it would be so; it would enable us to bring, for instance, the whole of the force, or any portion of the force from Dover to Exeter, or from Woolwich or Chatham, or any of those points if those lines were made.

5253. At present, you say you are obliged to send the troops round by Bristol, bringing them through London?—That is, if we are obliged to bring troops from the neighbourhood of Kent and Sussex, which might very possibly be the case.

5254. That portion of the country is generally occupied in the first instance with troops, as being the most likely to be attacked?—Of course you would have a large force interposed between the coast and London for the protection of London.

5255. Probably that might lead to a diversion of the attack by an enemy to some point further west, the fact of being so prepared there?—Certainly.

5256. In that event you would wish to send your force between London and the sea to the point where the attack was meditated?—It would be to us of very great importance to have an internal middle line between the coast line and the Great Western line to Bristol; from Basingstoke through Salisbury to Exeter, because, that line could not by any partial landing of the enemy be so easily interrupted as the coast line now is; the coast line is very valuable, but the other line would, for safety in sending a large body of troops, be still more valuable under certain circumstances.

5257. Is your Lordship aware that in the proposal of a narrow gauge line from Dorchester to Exeter the portion from Axminster, or thereabouts, would be common to an extension by way of Yeovil and Salisbury to Exeter?—I think I have heard that, but I know very little about it.

5258. Has the question of transhipment, in consequence of a break of gauge, been brought under your Lordship's attention at all?—I have considered it generally.

5259. That is an inconvenience, I presume, which is very sensibly felt in the movement of troops and artillery?—If the station were the same, one station close at hand with the same platform, I do not think for infantry there would be any great objection, because it does not take many minutes to shift infantry from one train to another; but if it were, as it is in London, and they had to march three or four miles to a railway station, there would be a very considerable and embarrassing delay.

5260. With regard to artillery; what is your Lordship's opinion?—A break of gauge there is very considerable; I should say that a field battery of six guns would require an hour and a half to tranship; they would have a very large number of carriages; it would require probably three trains, that is to say 60 carriages and three engines to carry so small a force as six field guns, because there would be above 100 men and 100 horses; and therefore a transhipment would be very embarrassing.

5261. Are the cavalry often moved by railway now?—The cavalry are moved by railway, but I do not think we should very much require to move cavalry in large bodies at distant points; still there is a very great delay and difficulty, particularly if the platforms are not large; you must bring the horses out of the carriages unless you have platforms.

5262. I believe almost all the depôts of troops at present are upon the narrow gauge systems?—Towards the maritime coast they are.

5263. And also towards the north?—Towards the north they are.

5264. Weedon, Norwich, Ipswich, and all those depôts, I believe; is your Lordship aware of the communication afforded on the north side of London between the lines which come from the direction of Weedon and the north and the eastern lines?—Yes.

5265. That is all on the narrow gauge, I believe?—It is all on the narrow gauge.

5266. And it would open directly a communication without break of gauge or transhipment between Norwich, say, and Exeter, provided there were narrow gauge to Exeter?—Yes; but I consider, in the immediate question before us, that the importance of a narrow gauge to Dorchester is very considerable, because Portland will eventually be probably a very considerable fortress. When the breakwater is completed it will then depend upon the fortress at Portland which must always be occupied by a considerable military force, and a rapid communication would be of very great importance there.

5267. I understand from your Lordship that your great desire would be to have

have the central line made, but on the supposition that at this moment the central line could not be constructed, your Lordship would prefer the narrow gauge to the broad between Dorchester and Exeter as a coast line?—I should prefer the narrow gauge certainly.

5268. You would wish to push the break as far off as possible from your military centre?—Certainly.

5269. Has your Lordship considered at all the question of further extension on the same gauge into Cornwall?—No, I have not. I have heard that there is such an extension, and I see it dotted upon the map, and of course if you had to go from Exeter in the first instance to Plymouth, and then afterwards through Cornwall; it would be of very great advantage.

5270. Has your Lordship considered it at all as to Plymouth?—Of course from Exeter to Plymouth the narrow gauge would be of very great importance.

5271. And also a line not open to attack from the coast?—Not open to attack from the coast.

5272. Does your Lordship know the character of the existing line between Exeter and Plymouth?—Yes, as shown upon the map.

5273. The coast line?—The coast line.

5274. It is very much exposed?—Very much exposed.

Cross-examined by Mr. Serjeant *Wrangham*.

5275. Has your Lordship's attention been drawn to the line of railway actually proposed; your Lordship is perhaps not aware that there is only one Bill before the Committee, and one line proposed, namely, the broad gauge line, coloured yellow on the map on the wall?—Yes.

5276. Looking at that as a line for the purpose of communicating between those two points, and accommodating the coast and the traffic along the coast line, does it appear to be a line laid out in accordance with your Lordship's views, (without reference to gauge), as to plan and direction?—I should say that it appears to me, looking at it in a general way, to be objectionable.

5277. Does your Lordship think that that line, retreating some five or seven miles from the coast, would be preferable to a line running more immediately along the coast?—If we got the other line, which does not run along the coast, but which is farther off, then I think it would be rather a military advantage to have it pretty close to the coast, because we could then bring our ammunition and stores to aid a battery upon the coast, and troops also. But the danger of a line close to the coast is, that by a sudden landing it may be impeded; and then if the Salisbury line be made, it is a great consideration, and a great security that we should not be interrupted.

5278. Having no line from Salisbury to Yeovil and Exeter, but looking at the country as it is, and what has been proposed by the construction of this line, does your Lordship think it desirable that the line should be carried at the moderate distance from the coast which I have named, speaking of the average distance (it will vary of course) with drop lines to the places of importance upon the coast, or would your Lordship prefer to have a line running immediately along the line of the coast without any reference at all to any central line?—I should make no objection to the present line; it does not strike me as being objectionable if the drop lines are made.

5279. I believe that where only one line is to be made where there is no central line, but only a coast line, it is an axiom of military authorities, that a line at some little distance from the coast, with drop lines to the coast, is preferable to a line running actually along the margin of the coast, for the reasons which your Lordship has stated?—Yes.

5280. With reference to the gauge, your Lordship would desire to have the narrow gauge line continued west of Dorchester, as I understand you?—Certainly.

5281. Your Lordship is aware that there is no narrow gauge line beyond Exeter at this moment?—Yes.

5282. Nor any narrow gauge line indeed west of Dorchester?—Nor west of Dorchester.

5283. Therefore, whether this line should be narrow or broad is a question between a break of gauge at Dorchester and a break of gauge at Exeter?—Exactly.

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5284. First of all your Lordship has told us that Portland is likely to be a considerable station, where troops would be in considerable numbers; would it be desirable, in your Lordship's judgment, that there should be a free access for those troops to any point of the coast which might be threatened, without break of gauge from Portland. Suppose that the enemy threatened some more distant part of the coast, it would be desirable, I apprehend, in your Lordship's view, for the purpose of meeting any aggression of that sort, that troops should be removed upon a sudden from the large military station at Portland in either direction, east or west?—East or west.

5285. Without break of gauge; that, as your Lordship sees, would be accomplished by making the line broad gauge to the west of Dorchester, as it is narrow to the east of Dorchester. If on the other hand this line were made narrow gauge instead of broad, would it not follow as a necessary consequence that troops moved from Portland upon a sudden emergency, if they were called to Plymouth, for instance, westward, would encounter a break of gauge at Exeter?—It would be a great advantage, I think, to have the narrow gauge from Portland or from Dorchester, because, as the narrow gauge from Salisbury is eventually to join the narrow gauge at Axminster, if you had the broad gauge from Dorchester to Exeter there would be the great inconvenience of a break of gauge there.

5286. Your Lordship appears to be assuming that there is to be a narrow gauge line from Salisbury to Exeter?—That I consider to be most important.

5287. But at present we are not dealing with any such project; there is no such project before Parliament; the question which I put to your Lordship is this, whether, supposing it was desirable to move troops from Portland, a large military station, upon a sudden, we will say to Plymouth on the west, it would not be desirable that the troops should be capable of being moved without break of gauge at once to their destination from Portland to Plymouth?—Supposing that nothing more is done, and that all these arrangements stand still, of course it would be an advantage to go to Exeter.

5288. And therefore it would be *pro tanto* desirable that the line should be upon the same gauge from Portland to Exeter, as the gauge of the line from Exeter on to Plymouth?—To a certain extent; for instance, in war we should always have in Exeter a considerable force. If Plymouth required to be reinforced, and we had the narrow gauge from Dorchester to Exeter, we should send the troops which were at Exeter down to Plymouth by the broad gauge as it now exists, and reinforce it at the earliest possible moment. In the mean time we should take steps to reinforce Exeter, by bringing troops on the narrow gauge from Dorchester to Exeter.

5289. Or by the broad?—Or by the broad; but as I said before, my own conviction is, that it is very desirable, Exeter being a very important point upon the coast, to be able to move your troops all the way along the line, both the coast line as well as the middle line from Dover, and from Chatham and Woolwich, with stores and other things along the narrow gauge to Exeter at once, and eventually to Plymouth. If, therefore, we had the narrow gauge at Dorchester, and from Dorchester to Exeter, we should be able to do that with greater convenience than if it were the broad gauge.

5290. With reference to Plymouth, we will suppose Plymouth to be the point attacked, and taking the most favourable view for the narrow gauge, that you were sending troops from Portsmouth to Plymouth. Supposing this line to be made narrow gauge, those troops would come on to Exeter without break of gauge, and there a break would take place?—By which gauge.

5291. Supposing a narrow gauge to exist all the way from Portsmouth to Exeter, that is supposing the yellow line to be made narrow, then the break of gauge would take place at Exeter?—It would.

5292. In the other case, supposing it to be made a broad gauge line between Dorchester and Exeter, the break of gauge would take place at Dorchester?—I see no difference between them; there is a break of gauge in either case, but at the same time if you were bringing troops from Portsmouth to Exeter to assist Plymouth which might be attacked, it would be a greater advantage to have the narrow gauge to Exeter than the broad, because I should at once with confidence move the troops down from Exeter to Plymouth by the broad gauge, and the troops could come by the narrow gauge to replace those which were taken from Exeter to Plymouth.

5293. Your Lordship is aware that Exeter is approached also from various points,

points, where troops would be stationed in all probability by a broad gauge line?—Of course.

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5294. There would be no difficulty I apprehend, in replacing troops moved from Exeter to Plymouth, by troops down from the interior of the country, and brought by the broad gauge line?—Certainly.

5295. I do not know whether your Lordship is aware, that the broad gauge line extends as far as Birmingham?—Yes; but if there was an invasion, you would find very few troops left in Birmingham, in the interior; the troops would be drawn from the interior.

5296. There would be troops at Bristol, probably?—There would.

5297. There would be troops probably on the coast of South Wales, or in the neighbourhood, at all events?—I should doubt whether we could afford to take many from South Wales considering the situation.

5298. The only question is in case of sudden emergency; for instance, you would not strip Portsmouth except upon a sudden emergency?—If an attack was made upon Plymouth, I should not hesitate to take away a certain portion of the garrison at Portsmouth.

5299. In the same way, if the attack was upon Plymouth, and you had troops upon the coast of South Wales, you would not hesitate to take them to Plymouth?—No; but at the same time I only point out the very naked state of Pembroke.

5300. I am assuming always that the attack is on Plymouth, so that troops from the garrison at Portsmouth, and from the Pembroke garrison, could be easily sent to Plymouth in case of such an emergency; does it not become very much a question affecting more particularly this portion of the coast between Dorchester and Exeter, or rather between Weymouth and Exeter; there is the broad gauge from Weymouth up to Dorchester and to Maiden-Newton; we propose to make this line broad gauge from Maiden-Newton to Exeter; if it be broad gauge the break will take place, as your Lordship has told us, at Dorchester; if on the other hand it is made narrow, the break will take place further west at Exeter for troops seeking to go to Plymouth; this piece of coast between Weymouth and Exmouth, for instance; they would no doubt incur a break of gauge; in case the troops came from Portsmouth, Bridport, or any point upon this line of coast, there would be a break of gauge at Dorchester, supposing this to be made broad; on the other hand, supposing the attack to be in the neighbourhood of Bridport, and you called troops away from Plymouth to defend such an invasion, would it not be desirable that they should come up without break of gauge?—There might be certainly desultory cases in which troops from Plymouth might be brought to Bridport, and that by the broad gauge might be an advantage.

5301. Portland, for instance, if it were threatened, it would become a point of defence, and which would be a matter of importance if it were made a larger depôt?—It will be eventually a very large important point. It is not to me a consideration, perhaps, but if you have the broad gauge from Dorchester to Exeter, the narrow gauge which is laid down to Dorchester is a very inferior one at present; on account of its being a single line, and that I think would be a hopeless consideration, because we have to meet the broad gauge at Dorchester.

5302. Portland being likely to be a large military station, I suppose it would be desirable that unbroken access should be had to it from all quarters?—The more you can give us the better we shall be pleased, but if you leave the single line from Southampton to Dorchester in its present state, and have no other means of bringing up troops from the southern counties; in that case the establishment of the broad gauge from Dorchester to Exeter would probably be fatal to the enlargement of the single line between Southampton and Dorchester. That would be a very great misfortune, more particularly if it was not counterbalanced by having the line from Salisbury to Exeter.

5303. Still, without looking so far into futurity as to what may be the possible effect upon the fortunes of the Southampton and Dorchester line, it would be, I apprehend, highly desirable, that if Portland is to be made a large and important military station, railway access without break of gauge should be had to it from all quarters, narrow gauge or broad gauge; that whatever the gauge was, there should be access and egress, as between Portland and all quarters, for troops without a break of gauge?—If you can acquire that general access to it without

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interfering with the design and the ultimate success of lines from Dover to Exeter by one sort of gauge, then, of course it is so.

5304. *Per se* it is desirable?—*Per se* it is desirable.

5305. I believe the engineers took the liberty of waiting upon your Lordship to receive your views, or listen to any objections your Lordship had to make to the direction of this line?—Not in any detail.

5306. But as to the general course which the line took?—No, merely, I think, as to the desirability of having a connexion between Dorchester and Exeter.

5307. About that, at all events, there is no hesitation that it is very desirable?—Either one or the other is desirable there.

5308. Perhaps the certainty of the one would be, generally speaking, looking to the uncertainty of human affairs, better than the chance in futurity of the other?—I would rather take the uncertainty of having the narrow gauge, if it is to be coupled with what I understand to be the projected railway from Salisbury to Exeter. That I hold to be a very important point. Therefore, if you ask me whether I prefer the uncertainty of the narrow gauge being hereafter made from Dorchester to Exeter, I say I should be disposed to do so if I thought I had a reasonable expectation of the other line from Salisbury to Exeter.

5309. If you can see your way to a certainty as to a line from Salisbury to Exeter, then your Lordship would be inclined to take the chance of the coast line upon the same gauge, but not otherwise?—I cannot say but not otherwise; I should prefer the narrow gauge if it went on to Exeter.

Re-examined by Mr. *Hope Scott*.

5310. Am I to take it, at any rate, that your Lordship would think it worth while waiting another year, in order to see whether a narrow gauge line could not be got in that direction?—I should prefer a narrow gauge, for the reasons that I have already given. I think I should have you bear in mind the great importance of the additional line from Basingstoke through Salisbury to Exeter, would be, in my view as a military man, so important that I would rather wait for two or three years for another line if I thought we should get it.

5311. That is, if you had a reasonable probability of obtaining it?—I should say so. I cannot say more, not knowing anything of the relative means of the parties.

5312. There is little doubt that the extension of the broad gauge in this direction would put a total end to the anticipation of such service as you have been alluding to?—Yes, it may be so, but I know nothing of the means of the contending parties, nor of the way in which they are occupied.

5313. Now, I understand that Portland is intended to be a very considerable depôt for military purposes?—I think it must be so.

5314. At the same time I presume it is a place exposed to attack?—Very much so at present; and even when the breakwater is finished, unless it is strongly fortified.

5315. And always strongly garrisoned, I presume?—And always strongly garrisoned.

5316. You would probably hardly ever think of withdrawing the garrison from Portland in case of attack further westward, would you?—That must depend on the strength of the garrison, and the crisis or point at which the posts further to the west would be put.

5317. You would prefer probably to obtain troops from further points in the neighbourhood of London, Portsmouth, and Winchester, and other places, rather than rob Portland of its armament?—It would depend very much on the circumstances which would arise. Portland could be made strong, no doubt.

5318. Your Lordship seems to attach considerable importance to the doubling of the line on the Southampton and Dorchester Railway?—Certainly.

5319. I think you used the expression "double gauge" occasionally, meaning that to represent the broad gauge; your Lordship has not spoken of any mixed gauge at any time?—No; the broad gauge.

5320. On the supposition that the central line should ever be made, if I gathered rightly, your Lordship's opinion is, that it is desirable that a coast line should be thrown as near the coast as possible?—I do not say as near as possible, but between the points where it could be approached with the greatest facilities.

There

There is an objection to a line too close to the coast, because it is so easily interrupted.

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5321. On the supposition that you had a central line, besides that, objection would become very much mitigated?—Precisely so.

5322. If I gather rightly, your Lordship's view would be to have both a central line from Southampton to Exeter, and a coast line joining the present Southampton and Dorchester at Dorchester?—Precisely.

Captain *Moorsom*, recalled; and Re-examined by Mr. *Hope Scott*, as follows:

Captain *W. S. Moorsom.*

5323. MY friend asked you how much of the east of the line now before the Committee you would pass, so to speak, as a part of your coast line?—I think they have admitted 29 miles out of 47 miles of the new road to be made; it is in fact about one half of the line to be made.

5324. Of your proposed line how much would run over the same ground as the line proposed by the promoters of the Bill before the Committee?—About 28 or 29 miles would be identical.

5325. The truth is, there is but one course through that district?—Yes; there is only one valley which a line can follow to a certain extent through that district; every line must take that course.

5326. Therefore, so far, the promoters of the Bill have little choice?—They have no choice; any other party coming in that direction must take the same course.

5327. If it is taken by these parties no other parties can take that course?—If it is taken by these parties it blocks up that course for other parties.

5328. And when you come to have Dorchester on the one hand and Exeter on the other, then there appears to be a deflection in their line from what you think to be right?—There is so.

5329. And a deflection, which my friend Mr. Merewether thinks a merit, by economising the construction of the line?—It used to be so in the early days of railway practice, but I believe it has no merit now; I do not think so; on the contrary the quantity of line actually to be made is within a fraction the same as mine; there are about 56 miles to be made in both cases, the Wilts, Somerset, and Weymouth line, not being a made line but a line to be made.

5330. Is it an inconvenience, even assuming the same interest to govern the whole of these lines, that a traffic which has naturally a different direction, an eastern and western direction, should be mixed up at the two ends with a traffic having a northern and southern direction?—Most certainly, it would create great confusion, and great delay and inconvenience.

5331. So that, although it might be wise to economise by retaining a line which went in the same direction, is it not unwise to use a line which goes in a contrary direction?—Yes; it is no economy at all.

5332. You say you know from experience how the line would be worked between Tavistock and Exeter; do you know the line proposed upon the broad gauge between Tavistock and Exeter this year?—I know it generally; I have seen the plans; that is all I know.

5333. They sacrifice three miles?—Yes.

5334. Your station was so laid down as not actually to join the broad gauge, but to be capable of joining it?—Just so; it was a mere question of money; we had not the money to go down to the station.

5335. But it was capable of being extended to the westward?—Of being extended to the westward.

5336. And with a good central station?—With a good central station, which was very much desired by the inhabitants of Exeter.

5337. That was the station of the original central line?—Not quite; rather short of that, on account of the capital that we wanted to raise.

5338. But in the same direction?—In the same direction, and capable of being carried there.

5339. You were asked whether you had not on some occasion said that a central line would abstract 17,000*l.* a year from the Southampton and Dorchester line; does that apply to a central line without any connexion between Axminster and Dorchester, or to a central line with a coast line, having a common portion between Axminster and Exeter?—That applies entirely to the supposition that a central line was made from Exeter by Yeovil to Salisbury and Basingstoke,

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Basingstoke, and that no coast line was made to take the traffic along the coast; of course a certain portion of the coast traffic would go inconveniently along the central line, whereas, if a coast line were made, that portion of the coast traffic would go along the coast line.

The *Chairman* inquired if Mr. Hope Scott intended to call any further witnesses.

Mr. *Hope Scott* replied he had only one other witness, Sir James Graham, who had promised to attend at two o'clock, but the Right Honourable Baronet had not yet arrived.

The *Committee* directed Mr. Calvert to proceed with his address.

Mr. *Calvert* was heard to sum up the evidence on behalf of the petition of tradesmen of Exeter against the Bill.

In the course of his address Sir James Graham arrived.

The Right Honourable Sir *James Graham*, Bart., a Member of The House, called; Examined by Mr. *Hope Scott*, as follows:

Right Hon. Sir *J. Graham*, Bart., M.P.

5340. I BELIEVE your attention has been called, Sir James, to the extension of lines of railway in the direction of Exeter, with a view to the public questions which are affected by the course that these lines should take, and the gauge they are upon?—I have considered the question of how desirable it is to have the most ready communication between the extreme points of Dover and Devonport on a line parallel to the coast at a reasonable distance from the coast.

5341. In your opinion would it be desirable to have as far west as possible such a communication proceeding from Dover as an extreme point; that the communication should be carried as far west as possible on one uniform gauge?—Yes; I consider that the break of gauge is a great inconvenience and impediment to the readiness of communication by railway.

5342. The further that can be removed from those parts of the country in which the transmission of stores and troops and so forth is being carried on, the better, I presume?—Yes; that is my opinion, decidedly.

5343. Would you on that account think it desirable that a break of gauge, if necessary somewhere, should be at Exeter instead of at Dorchester?—Yes; in conformity with the opinion that I have just expressed, that the break of gauge should be postponed as long as possible, and the point of distance by railway as distant as possible from the extreme point to the eastward, I should wish the break of gauge to be carried as far as possible to the westward.

5344. In expressing that opinion, do you also express the opinions of many who have acted with you in public affairs?—I have discussed this matter with the Commander-in-Chief of Her Majesty's forces, and with the Secretary at War, and, generally speaking, with the naval authorities.

5345. At different times during many years?—No; my attention has been more particularly called to it since I had the honour of being placed at the head of the Admiralty, latterly.

5346. Suppose the construction of a narrow gauge to Exeter would in any degree promote or facilitate an extension of the same gauge beyond Exeter in the direction of Plymouth, should you not think that a very material point?—I have considered that question also, but the broad gauge line now existing is, in many respects, peculiarly available for coast communication, but I think there is an objection to it; I think a very important portion of it is too near the sea; on the other hand the narrow gauge line, which I understand to be projected, would be too remote from the coast; there is a balance certainly of conveniences and inconveniences; but I am not prepared positively to give an opinion that it would be expedient to cease to use the broad gauge line from Exeter to Devonport on account of that line; there is a most important portion of the coast running very near the sea; in one point of view it is too near the sea.

5347. The vicinity of the sea is more valuable in your department than in a military point of view?—Of course; I look at this matter solely with reference to the department with which I am officially connected.

5348. With regard to the break of gauge, I presume an unbroken communication between Portsmouth and Plymouth would be for the purpose of your department a very important object?—Of course only balanced by the considerations

ations I have just mentioned of the narrow gauge being removed somewhat too far from the coast for naval purposes between Exeter and Plymouth.

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5349. The coast line being already secured on the broad gauge, you would prefer that any direct communication with Plymouth should be a central one, and upon a continuous line of gauge?—If there were to be a second line between Exeter and Plymouth, I should think that was most desirable.

Cross-examined by Mr. *Rowe*.

5350. I presume, Sir James, that your attention has been called to this matter more particularly since you have presided at the Board of Admiralty?—Not before.

5351. You attention has been called to it by the gentlemen who are the opponents of the present measure; are they the parties who have called your attention to it?—I have had no communication with them until this morning, when I was asked to attend here. My communications until this morning have been with the Commander-in-Chief of the Army, and with the Secretary at War exclusively.

5352. You mean Mr. Sidney Herbert?—Yes, the Secretary at War.

5353. Has it been brought under your consideration that the sole line under the consideration of this Committee is the question of a line from Dorchester to Exeter; has that been brought under your consideration?—This morning I was informed that that was the question, until then I had only considered the abstract question of an extension of the communication which is now terminated at Dorchester, to Exeter, and to the westward by some line approaching the coast.

5354. You go the whole length of saying, that a narrow gauge line from Dover to the Land's End would be a good thing, if you were able to get the money to make it?—Decidedly; we have now obtained a complete narrow gauge without break, most applicable for the purposes of defence, whether naval or military, and with a line of electric telegraph communication from Aberdeen to Portsmouth and Dover, and avoiding even the necessity of passing through the metropolis.

5355. Your attention has been drawn to this subject more particularly in connexion with your department?—Yes, it has.

5356. Do you contemplate carrying naval stores upon this line, from Southampton through Dorchester to Exeter?—Every means applicable to naval defence in case of an emergency; men, stores, officers, every appliance for naval defence which could be called into use.

5357. For instance, as between two arsenals like Plymouth and Portsmouth, do you think that you would be sending marine stores, naval stores, from Portsmouth to Plymouth by railway, when you have the facility of steam conveyance?—Certainly; the rapidity and facility of communication, put as a case of emergency, I have no doubt the railway communication would be used in preference to any other.

5358. Can you tell us whether we are likely to have a considerable establishment at Portland, because that has been suggested here?—I have no doubt that Portland is increasing in importance every day with reference to the defence of the British territory.

5359. You are aware that at present there is no sort of communication west of Exeter, except on the broad gauge, I dare say?—Yes, I am.

5360. Should you think it important, that Portland should be put in communication with Plymouth?—Yes.

5361. And on the same gauge?—I do not think it of the same importance, that Portland should be put in direct communication by railroad with Devonport, as that Portsmouth and Devonport should be so united, but still it is certainly of importance, anticipating the growth of naval establishments at Portland, that Portland and Devonport should be connected.

5362. You see that yellow line that is now projected on that map; that would give a communication not in prospect, but a practical thing at once between Portland *viâ* Exeter, and the South Devon to Plymouth?—The distance from Dorchester to Plymouth is very small; the utmost inconvenience would be that there would be a break of gauge at Dorchester. I think the distance is only eight miles from Dorchester to Portland.

5363. You stated just now, that you should prefer the break of gauge at

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Exeter, ratherthan at Dorchester; would your judgement as to the propriety of having the brak of gauge either at that town, or any other, be influenced to a certain extent by the facilities of interchange at the different stations?—Certainly; if a break of gauge be necessary, any impediment arising from that break of gauge should be diminished as much as possible; that is an important consideration.

5364. I believe, Sir James, you once represented Dorchester?—I had that honour.

5365. You are very familiar with it, then?—Perfectly.

5366. I will just present to you the existing station of that Southampton and Dorchester Railway with Fordington Field, on the Weymouth-road; that there would be every facility of effecting easy transition of troops by having large platforms close to each other, not such as in a crowded town; would you think that very convenient?—Yes, certainly, very much so.

5367. I will present to you on the other hand a station at Exeter, to a certain extent limited by the river on the one side, and the turnpike-road and the houses round it on the other side; should you think that that would be a less convenient place for effecting changes of troops and material?—If the space were insufficient altogether for that accommodation, that would be a conclusive reason against it.

5368. May I ask you this; that in the present condition and aspect of things here and in Europe, that it is rather desirable to provide for some communication through that country as speedily as possible, and not to put it off to the Greek Calends?—I do not see any such immediate urgency as would render it politic, if there is to be only one line, that the worst should be selected.

5369. But if I suggest that this matter has been under consideration, and I may say under litigation for 10 long years, and no money, or very little money forthcoming, should you think it desirable to wait for 10 years before the communication along the coast is completed?—If that be the alternative, I should say certainly, that it was inexpedient to wait.

5370. And of course all these public views of yours, I may venture to ask you as a statesman, would be also subject to the consideration of the commercial facility of carrying it out?—I have not looked at the question in that light at all; I have carefully abstained from doing so. I have only ventured to give my opinion, which is of very little worth to the Committee with reference to the naval subject, more particularly under my care.

5371. You have hitherto looked at it as an abstract question?—Entirely so.

Re-examined by Mr. *Hope*.

5372. Although you would not like to wait 10 years to have this question settled, perhaps you would be prepared to wait one year?—If I am asked whether it be a question of waiting one year, and having a better communication, or proceeding at present and having a worse communication, I should say most decidedly wait for one year.

5373. Our troubles in the way of war, if they are to come upon us, will come upon us before this line can be made. You have been asked as to the facilities for transport; I apprehend that one great requisite in the transit of a considerable quantity of stores and troops would be a large command of trucks?—Yes, of the greatest importance.

5374. And therefore a central place where a large stock of both companies was likely to exist, would be a condition of easy transit?—Yes.

5375. Otherwise you would have an extensive system of notices to give, in order to bring together the trucks and carriages that would be needed?—Yes.

5376. Dorchester, under this proposed plan, would be the extreme eastern terminus of the broad gauge in that district?—Yes.

5377. Itself on a branch of the broad gauge system; less likely therefore one would think, to afford the requisite quantity of stock available on emergencies than Exeter, which is in the centre of the district?—If there is to be a break of gauge, it is only an opinion; I have an opinion that Exeter on many considerations would be the best place. It would appear to be a point of confluence between the narrow gauge extended from Dorchester, and the broad gauge now existing, and in the case of an emergency, troops coming by both lines of communication would meet at Exeter, and under proper arrangement might be forwarded rapidly to the westward.

5378. There

5378. There is only one other point upon which I wish to inform you, rather than you should inform the Committee, that between Dorchester and Weymouth there is both narrow and broad gauge already sanctioned?—I confess, I think the distance so short, and the state of the works at Portland is yet so imperfect, that the considerations of Portland appear to me as yet secondary, not to be overlooked, but still they are not primary considerations.

Right Hon. Sir *J. Graham*, Bart., M. P.

28 June 1853.

5379. It will probably be many years before Portland is brought to the state of perfection which is anticipated?—Certainly.

[Adjourned to To-morrow, at Twelve o'clock.

Mercurii, 29° *die Junii*, 1853.

WILLIAM BECKETT, Esq., IN THE CHAIR.

Charles Alexander Saunders, Esq., further Cross-examined by Mr. *Alexander*.

5380. WHAT is the money that has been expended upon the Bradford and Bathampton branch?—Rather less than 70,000 *l.*

C. A. Saunders, Esq.

29 June 1853.

Mr. *Hope Scott* and Mr. *Alexander*, were respectively heard to address the Committee against the Preamble of the Bill.

[Adjourned to To-tomorrow, at Twelve o'clock.

Jovis, 30° *die Junii*, 1853.

WILLIAM BECKETT, Esq., IN THE CHAIR.

Mr. Serjeant *Wrangham* was heard to address the Committee in reply.

30 June 1853.

The Committee-room was cleared.

After a short time, the Counsel and parties were called in, and informed by the Chairman, that the formal decision of the Committee was, that the Preamble of the Bill was not proved, but that they would adjourn until to-morrow in order to decide upon the Report which they should make to the House.

[Adjourned to To-morrow, at Eleven o'clock.

I N D E X

TO

MINUTES OF EVIDENCE

TAKEN BEFORE

SELECT COMMITTEE

ON THE

DEVON AND DORSET RAILWAY BILL.

(1853.)

Ordered, by The House of Commons, *to be Printed,*
4 *July* 1853.

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Crawford, Mr. Connexion of Mr. Crawford with the contract for works on the Frome and Dorchester line, *Brunel* 1718-1720.

Crediton Railway. Line of railway between Exeter and Crediton now working on the broad gauge, *Fulford* 37——Circumstances attending the leasing of the Exeter and Crediton line to the Bristol and Exeter Company by the South Western Company, *Scott* 4225-4242——Objectionable manner in which the Bristol and Exeter Company work their trains on the Crediton line, *Moorsom* 5190-5202.

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1. *Trade and Manufactures.*
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1. *Trade and Manufactures:*

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DORCHESTER:

1. *Trade and Manufactures.*
2. *Railway Accommodation.*
3. *Break of Gauge.*

1. *Trade and Manufactures:*

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Dorsetshire and Exeter Coast Extension Railway. Proposals of the provisional committee of the Dorsetshire and Exeter Coast Extension Railway, submitted to the general meeting of the London and South Western Railway Company on 12 February 1852, *Scott* 3979, 3980——Rejection of Captain Moorsom's coast line of railway, upon the question of compliance with the Standing Orders of the House of Commons, *ib.* 3996-4000.

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Elliott, Mr. Circumstance of the Great Western Company negociating with Mr. Elliott, the banker at Weymouth, to supply money for the line from Frome to Weymouth, *Saunders* 1333.

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EXETER:

1. *Railway Accommodation.*
2. *Railway Station.*
3. *Break of Guage.*

1. *Railway Accommodation:*

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TO

MINUTES OF EVIDENCE

TAKEN BEFORE

SELECT COMMITTEE

ON THE

DEVON AND DORSET RAILWAY BI

(1853.)

Ordered, by The House of Commons, *to be Printed,*
4 *July* 1853.

705.—I.

Under 8 c

REPORT

FROM THE

SELECT COMMITTEE

ON

EDUCATION

(MANCHESTER AND SALFORD, &c.)

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
6 *June* 1853.

571.

Jovis, 17° die Februarii, 1853.

Ordered, THAT a Select Committee be appointed "to Inquire into the State of Education in the Municipal Boroughs of *Manchester* and *Salford,* and in the contiguous Townships of *Broughton, Pendleton,* and *Pendlebury,* and whether it is advisable to make any further Provision, and in what manner, for the Education of the Inhabitants within such Boroughs and Townships."

Veneris, 25° die Februarii, 1853.

Committee nominated:

Mr. Milner Gibson.	Mr. Miles.
Mr. Peto.	Mr. Bowyer.
Mr. Bright.	The Marquis of Blandford.
Lord John Russell.	Mr. Macaulay.
Mr. Pellatt.	Mr. Cobden.
Sir George Grey.	Mr. William Fox.
Mr. Ker Seymer.	Mr. Brotherton.
Mr. Christopher.	

Ordered, THAT the Committee have power to send for Persons, Papers, and Records.

Ordered, THAT Five be the Quorum of the said Committee.

Lunæ, 6° die Junii, 1853.

Ordered, THAT the Committee have power to Report the Minutes of Evidence taken before them to The House.

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REPORT.

THE SELECT COMMITTEE appointed to Inquire into the State of Education in the Municipal Boroughs of *Manchester* and *Salford*, and in the contiguous Townships of *Broughton*, *Pendleton*, and *Pendlebury*, and whether it is advisable to make any further Provision, and in what manner, for the Education of the Inhabitants within such Boroughs and Townships:

HAVE considered the Matters to them referred, and have agreed to Report the Minutes of Evidence taken before them to The House.

6 *June* 1853.

PROCEEDINGS OF THE COMMITTEE.

Lunæ, 7° die Martii, 1853.

MEMBERS PRESENT:

Mr. M. Gibson.	Mr. Cobden.
Sir George Grey.	Mr. Bright.
Mr. Brotherton.	Mr. Ker Seymer.

Mr. Milner Gibson called to the Chair.

[Adjourned to Friday next, at One o'clock.

Veneris, 11° *die Martii,* 1853.

MEMBERS PRESENT:

Mr. Milner Gibson, in the Chair.

Sir George Grey.	Mr. Brotherton.
Mr. Christopher.	Mr. Bowyer.
Mr. Miles.	Mr. Peto.
Mr. William Fox.	Lord John Russell.
Mr. Cobden.	Mr. Bright.

Mr. *Thomas Bazley,* examined.

[Adjourned to Tuesday, at One o'clock.

Martis, 15° *die Martii,* 1853.

MEMBERS PRESENT:

Mr. Milner Gibson, in the Chair.

Sir George Grey.	Mr. Bowyer.
Mr. William Fox.	Mr. Brotherton.
Mr. Cobden.	Mr. W. Miles.

Rev. Dr. *M'Kerrow,* examined.

[Adjourned till Friday, at One o'clock.

Veneris, 18° *die Martii*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Brotherton.	Mr. Peto.
Mr. Ker Seymer.	Sir G. Grey.
Mr. Miles.	Mr. Cobden.

Dr. *M'Kerrow*, examined.

[Adjourned till Friday, April 8th.

Veneris, 8° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Peto.	Mr. Bright.
Mr. Fox.	Mr. Cobden.
Mr. Brotherton.	Mr. Bowyer.

Dr. *M'Kerrow*, examined.

Mr. *John Watts*, examined.

[Adjourned to Tuesday, at One o'clock.

Martis, 12° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Cobden.	Mr. Peto.
Mr. Christopher.	Lord Blandford.
Mr. Brotherton.	Mr. Bowyer.
Mr. Fox.	

Mr. *Cobden*, a Member of the Committee, examined.

Dr. *Watts* called in, and examined.

Motion made, and question, "That in the opinion of this Committee, the conduct of the Government in introducing at the present moment a Bill on the subject of popular Education into the House of Commons, has materially altered their position, and virtually taken out of their hands the subject inquiry committed to them; that it is therefore useless, and consequently undesirable, to prosecute the inquiry further; and that, on these grounds, the Committee think it best to decline taking any additional Evidence, and to Report to The House the Evidence already received" (Mr. *Peto*), put, and negatived.

[Adjourned to Friday next, at One o'clock.

Veneris, 15° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Cobden.	Mr. Fox.
Mr. Brotherton.	Mr. Ker Seymer.
Mr. Miles.	Mr. Bowyer.

Mr. *Watts*, again examined.

[Adjourned until Tuesday, at One o'clock.

Martis, 19° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Brotherton.	Mr. Fox.
Marquis of Blandford.	Mr. Ker Seymer.
Mr. Cobden.	Sir George Grey.

Mr. *Thomas Binyon*, examined.

[Adjourned to Friday, at One o'clock.

Veneris, 22° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. Cobden.	Mr. Miles.
Mr. Bowyer.	Sir George Grey.
Mr. Brotherton.	Mr. Bright.
Mr. Christopher.	

Very Rev. *John Kershaw*, examined.

Very Rev. *Lawrence Toole*, examined.

[Adjourned to Tuesday, at One o'clock

Martis, 26° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair.

Mr. K. Seymer.	Mr. Miles.
Sir George Grey.	Mr. Christopher.
Mr. Cobden.	Mr. Fox.

Mr. *Samuel Lucas*, examined.

Rev. *W. J. Kennedy*, examined.

Mr. *Leonard Horner*, examined.

[Adjourned till Friday next, at One o'clock.

Veneris, 29° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair:

Mr. Brotherton.	Sir George Grey.
Mr. Bowyer.	Mr. Christopher.
Mr. Miles.	Mr. Fox.
Mr. Bright.	Mr. Cobden.

Rev. *John H. Hinton*, examined.

Mr. *William Hindshaw*, examined.

Mr. *Edmund Salter*, examined.

[Adjourned till Friday next, at One o'clock.

Veneris, 6° *die Maii*, 1853.

A quorum of Members not being present, the Committee adjourned *sine die*.

Jovis, 26° *die Maii*, 1853.

MEMBERS PRESENT:

Mr. MILNER GIBSON, in the Chair:

Mr. Brotherton.	Mr. Christopher.
Mr. Cobden.	Sir George Grey.
Marquis of Blandford.	Mr. W. Miles.
Mr. Bright.	Mr. Fox.
Mr. Peto.	

Committee deliberated.

Motion made, and question, "That the Evidence be reported, without any opinion thereon, to The House" (Mr. *Peto*), put, and agreed to.

Ordered, To Report Minutes of Evidence (and Appendix) to The House.

To Report.

EXPENSES OF WITNESSES.

NAME of WITNESS.	PROFESSION or CONDITION.	By what Member of Committee Motion made for Attendance of the Witness.	Date of Arrival.	Date of Discharge.	Total Number of Days in London.	Number of Days under Examination by Committee, or acting specially under their Orders.	Expenses of Journey to London and back.	Expenses in London.	TOTAL Expenses Allowed to Witnesses.
							£. s. d.	£. s. d.	£. s. d.
Mr. Thomas Bazley	- - - -	Chairman	11 Mar.	12 Mar.	2	2	4 5 –	2 2 –	6 7 –
Rev. W. M'Kerrow	Dissenting Minister	„	15 „	8 April	6	6	8 17 –	11 11 –	20 8 –
Mr. Watts	- - - -	Chairman	7 April	16 April	9	9	4 5 –	9 9 –	13 14 –
Rev. John Kershaw	Clergyman - -	„	22 April	- -	1	1	3 10 –	1 1 –	4 11 –
Rev. R. C. Toole	Clergyman - -	„	- -	- -	- -	- -	„	„	4 11 –
Mr. William Hindshaw	Schoolmaster - -	„	29 April	1 May	- -	3	3 10 –	3 3 –	6 13 –
Mr. E. Salter	Schoolmaster - -	„	- -	- -	- -	- -	„	„	6 13 –
Mr. A. Cuffe	- „ - -	„	- -	- -	- -	- -	7 – –	3 3 –	10 3 –
Mr. J. O. Curtis	- „ - -	„	- -	- -	- -	- -	7 – –	3 3 –	10 3 –
Rev. W. J. Kennedy	Clergyman - -	„	26 April	1 May	3	3	5 – –	3 3 –	8 3 –
							TOTAL - - £.		91 6 –

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MINUTES OF EVIDENCE.

Veneris, 11° *die Martii*, 1853.

MEMBERS PRESENT:

Sir George Grey.	Mr. T. Milner Gibson.
Mr. Peto.	Mr. Fox.
Mr. Miles.	Mr. Cobden.
Mr. Christopher.	Mr. Bowyer.
Lord John Russell.	Mr. Brotherton.
Mr. Bright.	

The Right Hon. THOMAS MILNER GIBSON, in the Chair.

Thomas Bazley, Esq., called in; and Examined.

T. Bazley, Esq.

11 March 1853.

1. YOU are President of the Chamber of Commerce at Manchester, are you not?—I am.

2. Have you turned your attention, as a resident in Manchester, to the question of the education of the working classes?—To some extent I have.

3. You have so far been actively engaged in the consideration of that question, as to be in a condition to give information from your own inquiries and experience?—To some extent.

4. Is it your opinion that the existing means of instruction in the district to which this inquiry relates are insufficient?—Certainly; according to the statistics which have been provided by gentlemen residing in Manchester, in which I have confidence, it would appear that we do not educate the rising generation in a better ratio than as 1 to 12 of the population, while, according to the information we possess of the state of education in America, the proportion there may be stated as one to six; therefore we have only half the extent of education in Manchester which appears to prevail in the United States of America; but, from my own observation, I may state that you see a very great number of little boys and girls running loose in the public streets who would evidently be very much better in training schools than acquiring habits of idleness, and becoming incipient vagabonds.

5. You have mentioned the fact of only 1 in 12 of the population being educated?—I refer to the Rev. Mr. Richson's statement; I think other gentlemen who have made investigations into the subject do not materially differ from him; perhaps there may be fractional errors in the statements, both as to England and as to America.

6. Beyond the observation of those children in the streets, which you have alluded to, have you any other knowledge derived from your own experience of the insufficiency of the present means of education?—I would say that when children are brought by their parents to be employed by us they are usually ignorant even of the alphabet; we are permitted by the Factory Act to employ them at eight years of age, but as the Factory Act compels us to give some education to the children, it is no objection to our receiving them as children

T. Bazley, Esq.

11 March 1853.

that they are actually in a state of total ignorance; but, as a rule, we find the children in a state of ignorance when they come to us at eight years of age.

7. You have supported a plan of education which has been promoted by a society called the National Public School Association?—I have.

8. Can you give the Committee reasons in support of the principle which that association has promulgated, that secular and religious instruction should be separated?—As an employer I find that we have people of every possible denomination working for us, and even in our factory schools we do not perceive the possibility of giving religious instruction without committing violence upon the opinions of some children, or upon the opinions of their parents; therefore, though a member of the Church of England myself, I do not wish even to inculcate opinions which are my own private sentiments, but for the purpose of respecting all, I advocate the system of secular instruction being given separately from religious instruction.

9. Is it your opinion then that the schoolmaster should not give instruction in the revealed truths of religion, but should be confined to what is called secular teaching?—I entertain the opinion very decidedly that it is not the province of the schoolmaster to give religious instruction; that he ought rather to remove that natural ignorance which belongs to the mind of every uninstructed child, and that the teacher of religion, or the parent of the child, ought to inculcate religious truths.

10. You have mentioned the subject of factory schools: it is a condition under the Factory Act, is not it, that every employer of children should receive a school certificate of a certain attendance during each week at some certified school?—It is; that school may be upon the premises or off them.

11. Who are the persons who grant certificates to the school?—The inspector of factories certifies the school.

12. Is there any inquiry previous to a certificate being granted that the school is a proper school to be admitted as such by an employer of labour, whether religious instruction is given in that school?—I think not at all.

13. Would a school in which purely secular teaching was carried on receive a certificate from the inspector of factories, as well as a school in which religious teaching was connected with it?—A certificate from the schoolmaster attached to such a school would be sanctioned by the inspector of factories.

14. Have you observed the effects of the Sunday-school teaching?—I have, to some extent.

15. What is your opinion as to the amount of good which has been derived from the system of Sunday-school teaching?—There is no doubt but that great good has resulted from Sunday-school teaching; and it has been a valuable expedient, in the absence of a general system of instruction in the country; but, generally speaking, the parents of children do not send their children for the purpose of receiving religious instruction at Sunday-schools, but they send them for the purpose of obtaining a little knowledge of reading, to enable them to be more competent servants, or to be able better to pursue their avocations in life; their object, in fact, not being that they should receive religious instruction at all, but should get a little secular knowledge to work their way with.

16. Do you consider that the Sunday-school teaching is defective; at least, that it does not at all make up for the deficiency which you think now exists in the supply of the means of education?—I think the Sunday-school teaching is, of necessity, exceedingly superficial; and as the lessons are inculcated through the Scriptures, in some instances, I believe, the difficulties which have been encountered in learning very hard words have rather given a distaste to the subject; and therefore, in such cases, I would say that where elementary knowledge is to be first inculcated through the Bible, there is a danger of prejudice being raised in the mind of the child against the Bible.

17. You think the making the reading of the Bible a sort of task has a tendency to leave an impression anything but calculated to promote religious feeling?—I do so in many instances, I do not say in all.

18. Do you think, supposing the day school were confined to secular instruction, the religious element of education might be supplemented very usefully in the Sunday school?—Yes, I think it might.

19. Are

19. Are you not of opinion that vast good has been done by the zeal and the exertions of religious bodies in the promotion of education among the people?—Yes, I am; but I think that the usefulness of the instruction, of late years, has rather diminished; for, if I am not mistaken, I believe that some years ago the Wesleyans taught writing on the Sabbath, but some of their preachers, I believe, objected to that practice, and it was discontinued; I think now that writing is not taught on the Sunday in any Sunday schools. It has evidently been the intention of the parties who conduct Sunday schools, in connexion with some religious bodies, to make them religious establishments, having withdrawn the teaching of writing; the tendency being to inculcate none but religious teaching on the Sabbath.

20. You would consider, would you not, that the exertions of those religious bodies have been the means of providing a very considerable amount of good secular instruction to the people, though perhaps the motive of those religious bodies might be mainly the promulgation of their own religious tenets?—I think the good is immense which has been derived from Sunday-school teaching; without it we should have been in a state of most lamentable ignorance.

21. Are you of opinion that it would be as a matter of public policy desirable that there should be common schools, in which children of various religious persuasions might be trained up together?—I entertain such an opinion.

22. Will you state any reasons which occur to you for that opinion?—I apprehend that children mingling together in a common school are brought up with fewer prejudices, and that they are by habit induced to respect each other, and to view each other with less hostility than when they are kept in sectarian classes, and taught to believe that others are wrong in their opinions, and consequently that they should be rather shunned than met and associated with.

23. You think it would have a tendency to promote charity and good feeling among such persons in after life, if there were common schools in which children of different religious persuasions were trained up together?—I do.

24. Are you of opinion that it would be practicable for the State to attempt any system of universal religious instruction which would be acceptable in this country?—I should say certainly not; it would lead to great discontent.

25. Are you of opinion that any attempt on the part of the State to give such universal religious instruction might be fatal to any general system of education being adopted at all?—I think it would be fatal to the success of any system so established.

26. Have you observed much strong feeling expressed by persons against being required to pay for the support of such forms of religious teaching as they do not themselves concur in?—Yes, I have. I think the opinion is almost universally entertained that religious instruction should be paid for by those who receive it; and as, of course, the parties are identified with particular churches, the schools for imparting it ought to be supported by the members of such separate churches.

27. The feeling is that this religious instruction should be supplemental to any State-supported system of education, and should be voluntarily given?—That it should be given by the various religious bodies in the country.

28. By their voluntary efforts?—Yes.

29. There would be, in your opinion, a common agreement upon the question of teaching such matters as reading, writing, and arithmetic; there would not be the same objection to being taxed for the support of such teaching, if it were kept apart from religious teaching?—I think not; but I am perfectly aware that there are a number of very respectable and sensible people who are exceedingly anxious to associate religious teaching with secular teaching, and therefore such a scheme would only be satisfactory to persons who, like myself, think that secular instruction should be given separately from religious teaching.

30. The objection to being rated or taxed for the support of any system of education does not apply to that part which is called secular, but only to that part which is called religious?—I think that secular teaching would be more universally satisfactory than any other plan which could be devised.

31. You have expressed your opinion upon various occasions as to the importance

T. Bazley, Esq.

11 March 1853.

importance of religious teaching forming a part of education; do you think there would be less chance of effective religious teaching being carried on and influencing the minds of those who are taught, if they were previously prepared for it by a good secular training, than if they were not?—I believe that any child who has obtained the elements of secular instruction would be much better prepared to receive religious impressions than a child totally ignorant, and in fact, religious truths can only be conveyed through the ideas which are common to the affairs of this life.

32. Therefore, even with a view to effective religious teaching being carried on in the country, you would support the day school being confined to secular teaching?—I would.

33. Do you see any great evils in the district with which you are acquainted arising from the postponement of this question of promoting the general education of the people?—Yes, I think that the prolongation of ignorance is a very great evil, not only to the country at large, but to the unfortunate victims of it. I may state that, in my own business, I very frequently find an individual with all the qualifications for enjoying a better situation than that in which he may for the moment be placed; but on inquiring as to his scholastic attainments, and finding him deficient in writing and arithmetic, we are not able to promote him in the manner which his moral qualifications would have warranted us in doing. In numerous instances I can state that the gross ignorance of well-conducted persons has compelled us to decline promoting them to positions where we could have placed confidence in them, but in which their insufficiency of attainment would have rendered them totally incapable of performing the duties required. In the despatch of all the ordinary duties which workmen have to perform I do think that the public at large is suffering to a great extent from the ignorance that one workman frequently manifests of the tendency of another workman's labour; they are not unfrequently working in opposition to each other at the cost of their employers. I think many millions sterling are lost to the employers in this country from industrious workmen misapplying their labour.

34. Do not you think, in the general competition with the world, which this country now carries on, we must be at a disadvantage, as an uneducated country, compared with the United States of America for instance, which is educating one in six out of its population?—I do; as a whole the workpeople of this country, I think are not so active, intelligent and quick as I hear American workpeople are.

35. Even from economic and commercial considerations you are of opinion that the time is come when the most serious attention should be given by the State to this question of national education?—I regard better information and more instruction being afforded to the people as indispensable in the progress of the world, especially in the progress of this country. We shall lose our position unless our people be better informed.

36. Is not it a very serious circumstance for the employers of labour to consider that the institutions of other countries afford now so many temptations to the working classes to emigrate, because, with reference, for instance, to the education of their children, they find means which are not placed within their reach here?—Yes.

37. Is not it distinctly, therefore, the interest of England to place all those means of improvement within the reach of the working classes here, so that they may be tempted to give us the benefit of their labour, rather than carry it to the capitalists of foreign nations?—Clearly so. I believe if the people were better instructed they would be more profitable to themselves, to their employers, and even to the Chancellor of the Exchequer, for I believe they would be contributors to the taxation of the country to a much greater extent than they now are.

38. What is your opinion upon the question which has been discussed of late, as to the supporting of common schools by an educational rate: have you formed any conclusions upon that subject, apart from the system of education to be pursued in the schools?—An opinion prevails that it is the only equitable system of paying for the education of those who are so unfortunately poor that they cannot pay for their own instruction, and that a rate levied by the municipality, or a grant by the Government, would be the only true principle of taxing the public.

39. Do

39. Do you think there would be much lasting impatience shown by the public in reference to an educational rate?—I think not; the labouring classes generally are exceedingly anxious to have their children educated, but they are frequently supine, and have not the moral courage to save their funds, and to incur the expense requisite for educating the children themselves; they are continually longing for it without performing the duty.

40. Is it your opinion that persons of property would consider that the most economical mode of supporting general education was by a public rate?—I should say so myself, and I know a great number of friends who entertain a similar opinion.

41. Is it within your knowledge that persons resident in a particular district feel themselves compelled to contribute more than, perhaps, the amount of their property would entitle them to contribute, to the support of schools in their neighbourhood, when, if there were an equable rate, all property might bear its due proportion?—I have never yet met with a sensible man of property who was not willing to contribute to a rate for the education of the people. It is universally admitted now, I apprehend, that the educated are better neighbours than the uneducated. A rich man finds that the ignorant are more likely to commit depredations upon his property, and do him serious injury, than well instructed persons are.

42. Would not the resident subscribers to a school be rather in favour of a rate over the property of the district, so that the burden might not unduly fall upon particular individuals, but might be equally shared among the owners of property in the neighbourhood, who would all derive an equal benefit from the general education of the people?—I think so.

43. You think the resident subscribers would prefer that equable rate to trusting to the system of voluntary contribution? — Decidedly, that is my opinion.

44. Have you heard that opinion expressed at all by clergymen or members of the Church of England?—Yes, I have; of course there are exceptions. I am conscious of such exceptions being in existence.

45. You have heard the opinion expressed by members of the Church of England and clergymen, that it would be more fair that the owners of property in a district should contribute in proportion to their property, than that the whole burden of supporting the school of the district should be thrown upon particular residents?—Yes; I understand the question to refer to the subject of rating only.

46. There is a feeling with regard to the elementary books that would have to be used in secular schools, that they might from the omission of direct reference to revealed religion have a sort of irreligious tendency; is it your opinion that they could have such a tendency?—I think not. I have observed that the writers of all elementary books have by common consent provided books of the strictest morality for the teaching of the young. I think if a person were to go into any stationer's shop in the United Kingdom and ask for an elementary book of education it would be impossible to have an immoral work put into his hands.

47. You have a school connected with your own works, have you not?—Yes, we have several schools.

48. To which you have paid considerable attention?—Not very much; my partner, Mr. Richard Gardner, takes the entire charge of the schools. I can answer any general question upon the subject.

49. What is your opinion of the factory schools as a whole?—They are singularly irregular as to their merits and qualifications; some of them are very good, and some of them are merely establishments to enable proprietors to say that they comply with the conditions of the Act of Parliament; it is entirely an unconditional system, and it is at present the only national system of education which we have.

50. Do not you think, when the State undertook to make employment contingent upon school attendance, it devolved upon the State at the same time to take care that proper schools existed to which the children might go?—I do think so; and I also think that scholastic attainments should have been applied as a test to every species of labour in the country if applied to cotton factories.

51. It would involve the duty on the part of the State, if they enacted any

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such general condition of employment, to take care that proper and efficient schools were provided?—Certainly.

52. Unless labourers and their children were located in the various districts according to their religious denominations, would it be possible to have any general system of denominational schools?—I should say certainly not.

53. Unless for instance all the Roman-catholics lived together in one district, and the various Protestant Dissenters lived together in other districts, it would be difficult to contrive any general system of denominational schools?—It would. There is an important fact which I may state in connexion with the attendance at the schools on the part of the children who are employed by us, and on the part of those who come to our schools for the purpose of obtaining a little knowledge, and are either employed by other establishments or kept at their own homes. I took the trouble of ascertaining, a short time ago, that whilst our own children did not lose two per cent. in their attendances upon our schools, the voluntary attendants upon our schools had lost to the extent of 37 per cent. of time; they had either played truant, or obtained some excuse for being absent. The fact may be relied on, that our lost attendances under the factory system have only amounted to two per cent., while the voluntary attendances have been accompanied by the loss of 37 per cent. in the time devoted to learning on the part of the children.

54. Have you any educational test in your manufactory in the way of requiring that young people should have a certain amount of education before you will employ them?—Not before we employ them; but while we are employing them, they must, from eight years of age to 13, receive three hours' instruction daily.

55. You have no private regulation of your own apart from the provisions of the Factory Act?—No; and unless the children do attend the instruction, they are not entitled to their certificate at the end of the week, and therefore are not eligible for employment.

56. Does not the inspector of factories enter into any inquiry as to whether the school is a *boná fide* good school, or merely a school, as it were, for the purpose of complying with the letter of the law?—The inspector of factories is always glad to find a good school attached to any factory; of course he much prefers a good school to an inferior school; but if the school be sufficient only to enable the parties to comply with the provisions of the law, he, as inspector, can say nothing further; and there are many such in existence.

57. Neither you nor the inspector of factories can be required to consider the acquirements of the children at those schools?—Certainly not.

58. It is the mere form of school attendance which can be enforced?—That is all; if the certificate of the schoolmaster be obtained, the inspector, I believe, has no right to interfere.

59. Then, in fact, if the children have learnt nothing at all, but have merely been to the place of instruction and obtained the certificate, that would be called education under the Factory Act?—Clearly so.

60. The inspector of factories gives authority to schools to grant certificates?—Yes; when the inspector comes round for the purpose of ascertaining the kind of attention paid to the Act of Parliament, if he has reason to suppose that the schoolmaster has not sufficient knowledge to conduct the schools, he will give notice to the employer that he shall be inclined to disallow the certificates from that school.

61. Are there instances of that kind?—I believe there are.

62. Mr. *Cobden.*] Are the factory inspectors generally competent men to inspect schools?—I do not know that they are competent by law; but of course their superior information generally enables them to judge very quickly whether a school is in good order, and an efficient establishment or not.

63. *Chairman.*] Do you consider that the objection to an educational rate would be likely to be permanent, if the instruction given included the teaching of the doctrines of religion?—I think any religious teaching would be deemed objectionable.

64. You think it would render the objection to an educational rate permanent?—I do.

65. Mr. *Fox.*] In the case of the children you have mentioned as running about the streets, incipient vagabonds as you call them, do not you think it would be desirable that the teacher under whom they might be brought should

should attend to their religious training as well as to their mental instruction?—I do not think it would be desirable to establish a school that would inculcate religious teaching, at the same time that secular instruction was being given.

66. In the case of the poor creatures who seem to be utterly abandoned, to whom either the State or a benevolent society is *in loco parentis*, should not the State, or the benevolent society which takes charge of them, see to their religious as well as to their other training?—I think a benevolent society might do so, but I doubt very much whether it would be the province of the State to take hold of the child, under such circumstances, and give it religious instruction without the consent of the parent.

67. As to children who are a little above that lowest class, the children of the working people generally, do not you think that their parents have always some regard to their religious training, which would induce them to provide for sending them to a Sunday-school, supposing only a secular school to be open in the week?—The better class of workpeople certainly have a sincere regard for the welfare of their children, and take care that they have both secular and religious teaching.

68. You spoke of elementary school-books being uniformly moral; is not the greatest danger, as to elementary school-books, that they should have a spirit of sectarian antipathy infused into them by their emanating from bodies which are religious?—I should apprehend that religious bodies would take care to publish books which are in accordance with their own views, generally speaking; but elementary books usually do not trench upon doctrinal principles, for they are so purely initiatory that they rarely refer to doctrines.

69. Elementary books have not come in your way which do not seem to have a tendency to make the children love their neighbours as themselves?—I think almost all elementary books do inculcate that principle.

70. Are there many Irish in your employ?—We have a fair proportion of them.

71. Have you any opportunity of observing their condition as to education?—Yes.

72. Do you trace any results of the national system in Ireland upon them?—Occasionally; and I think very beneficially too.

73. Mr. *Miles*.] Have you long been a member of the National Public School Association?—Yes; I think from its formation.

74. How long has it been formed?—Probably three years.

75. A good number of gentlemen in Manchester belong to it, do they not?—Yes.

76. Have they themselves tried the system to any great extent in Manchester?—I apprehend not.

77. You have great faith in your system, have you not?—I have.

78. Would it not, generally speaking, be the wish of persons who desire to introduce a new system of education, that they should try that system before recommending it publicly?—As employers of labour, we merely take the schoolmasters' certificate of the children having attended to certain instruction in the course of the week; and at the present time every possible form of education is being given to the factory children. I have not a doubt of secular instruction being given, whilst there are schools conducted purely upon religious principles. In my own factory school, we do not pretend to give religious or doctrinal instruction at all; we adopt one general scheme of education, which all can receive without violence being done to the consciences of any.

79. Still a vast number of denominational schools exist in Manchester at the present time, do they not?—They do.

80. And no purely secular school does exist there?—I may state that only a few days ago I accidentally learned that there is a very respectable school in the town of Manchester, to which boys to the number of 70 from some of the most respectable families, including also some sons of clergymen, go, in which no religious instruction whatever is given; and in that particular case I have no doubt the parents of the youths take care to give them religious instruction at home, or at their places of worship.

81. Can you draw any analogy between persons in that class of life who have the power of giving their children religious instruction at home at any time they please, and the lower classes of society?—Yes, I can; for I think in the

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the higher walks of life there are parties just as indifferent to religious teaching as in the lower walks of life.

82. Still they have plenty of opportunity, if they please to use it?—Yes; so you may say the others have plenty of opportunity if they choose to seek it.

83. Generally speaking, among the labouring classes, the father and mother are employed during the week, are they not?—In many instances they are, but in many instances they are not; the mothers are usually at home; the fathers are almost universally employed, of course.

84. Do you think, when the parents are so employed, they have an opportunity of imparting what you would call a good religious education to the children, supposing the religious education not to be imparted in the school to which they send their children?—I think that the means of inculcating religious instruction at the present time are very insufficient, and the children are very superficially taught, even on religious subjects.

85. What religious instruction they at present receive, they obtain mostly at denominational schools, do they not?—Clearly so.

86. Do you think, supposing you were to introduce the secular plan, every thing would be changed, and that they would get that instruction in the Sunday school which they now get at the weekly school?—In the event of a secular system being established, the boys or girls would be expected, I apprehend, to attend four or five days in a week to receive secular instruction, and there might be a half day or an entire day in the week set aside for the purpose of religious instruction being communicated by the various religious bodies of the community; and parties might also send their children as they do now, to Sunday schools for the purpose of receiving religious instruction.

87. Where would you conduct this half day's religious instruction to those children who on other days attended secular schools only?—The religious bodies, I apprehend, would look after the various children in their districts, and seek them out, and give them that religious instruction of which they stand in need.

88. You would not allow the religious instruction to be given in the secular school, would you?—I apprehend it would not be the proper place for giving religious instruction in our own individual concern, where probably we have 10 or 12 religious bodies represented. I do not know how we could have 10 or 12 religious teachers coming in succession in one week, into the same school-room. I think it would be very much better, as there are generally Sunday schools connected with all the religious professions in the country, to withdraw the children to those Sunday schools, and either on Sundays or on other days, give them the religious instruction which they require.

89. From your general knowledge of Manchester, supposing a system of instruction partly secular and partly religious, and a purely secular system were offered to the lower classes, which do you think they would prefer?—I fancy that a very large proportion of the labouring classes would accept secular instruction.

90. Though they would accept secular instruction, do you not conceive, if combined secular and denominational instruction were offered to them, they would prefer the latter to the former?—I apprehend that you could not give denominational instruction upon religious principles that would be satisfactory to all, and that the parents of the children generally would prefer giving religious instruction through their own minister, or at their own Sunday-school, rather than they should receive the vague religious instruction which might be communicated at the universal school. They would be quite aware that they would be receiving a good sound secular instruction, and that they would be in course of preparation for receiving religious instruction if they chose to secure it for them.

91. And you think that if the option were given the majority of the inhabitants of Manchester would choose the purely secular system in preference to the mixed system?—I do; I think the majority would do so.

92. Have you read the evidence adduced before the Committee during the last Parliament?—Some portions of it, not the whole of it.

93. Are you aware that the sentiments which you have now expressed do not coincide with those of the witnesses who have been before examined?—I dare say my sentiments will vary very much from those of the preceding witnesses.

94. Sir *G. Grey.*] Are the Committee to understand you to agree with the promoters of the Manchester and Salford Educational Bill, in the general statistics they have laid before this Committee?—Yes.

95. Showing the general insufficiency, in their opinion, in which you concur, of the existing educational means in Manchester and Salford?—I concur entirely in that opinion.

96. And you also concur with them in their opinion that recourse ought to be had to a system of rating to supply the deficiency?—I do.

97. Does your sole difference with the promoters of that Bill relate to the application of the rate when raised?—Entirely; I go with them entirely, save and except that: I would communicate religious instruction separately, while they are disposed to unite it with secular instruction.

98. Would you advocate a system by which the whole of the rated inhabitants of Manchester and Salford should contribute to an educational fund by means of rates, which fund should be applied wholly to the support of new schools giving only secular instruction, to the exclusion of all existing schools under the different religious denominations in which religious instruction is given?—In the first place, I may perhaps be permitted to observe that I do not think the general school system in Manchester, nor in the country generally, would be changed by the establishment of the National School system; schools would continue to receive those who would pay for education, but we should begin to gather within the walls of the new national schools all those children who are now running wild and in a state of ignorance. In the first instance, I apprehend that the tendency would be only to educate such as are not receiving education at the present time.

99. Do you propose to include in your plan only those who are now uneducated, leaving the children now attending other schools to attend them as they have hitherto done, and leaving those schools to be supported from the sources now available to them?—I should leave the system to expand according to the necessity of the times.

100. Would you make it a supplemental system to the existing one, or a substitution for the existing one?—I should put it as a system *per se*; I would let it stand alone.

101. Would not there be an objection on the part of the contributors to those existing schools, to pay as ratepayers to the support of a fund from which they would themselves derive no benefit?—A few of them might possibly, in the first instance, send their children to try our national schools, others would prefer paying for the education of their children, and would be disinclined to receive the benefits of such an education; but I do not think, upon the whole, that persons generally would object to an educational rate.

102. You also agree with the promoters of the Manchester and Salford Bill, in proposing that the schools to be established and paid for out of the rates should be absolutely free to the children attending them?—I do.

103. You state that you think there would be a great objection on the part of the ratepayers to contribute, by a payment of rates, to a fund to be applied to the support of schools in which the religious instruction given should be opposed to the individual opinions of the ratepayers?—I think that would be generally unsatisfactory.

104. Do not you think there would also be an objection on the part of a large body of the ratepayers to pay towards a fund, to be applied to the maintenance of schools from which religious instruction was absolutely excluded?—I have had conversations with intelligent clergymen upon this point, and they say, "Give us some security that religious instruction will be imparted to the rising generation, and take your secular plan."

105. You think in your plan there is adequate security, provided that religious instruction shall be given to the rising generation, though not given in the schools themselves?—We rely upon the voluntary principle entirely for the communication of religious instruction.

106. You stated, in a former part of your evidence, that you looked to religious instruction being given by ministers of religion and the parents of the children?—Yes.

107. Do you think now that religious instruction is adequately given in Manchester and Salford by the ministers of religion and the parents of the children?—I do not think it is.

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108. What reason have you then to suppose that it would be adequately given under the system you would recommend to be established?—I believe the moment the children are sent to school, they become more orderly in their conduct, and better prepared for receiving religious instruction; and I think that the parents of the children so secularly trained, would be more disposed to send their children to receive religious instruction, than if the children were kept in their present wild and untutored state.

109. Do you think the parents would be more competent or more willing to give such instruction?—Where the parents were incapable of doing so, I think they would apply to some Sunday school teacher, or to a minister.

110. You think Sunday school instruction might of itself be sufficient?—I do.

111. With regard to the factory schools, is it the case that religious instruction is in the great majority of those schools combined with secular instruction?—I think it is; but I would say that it is not doctrinal instruction.

112. You state that, in your own schools, no doctrinal instruction is given?—None whatever.

113. Is religious instruction there given, or are the schools conducted on the principle which you would recommend for schools to be established out of a rate?—Religious instruction is not given in those schools. The Bible or the Testament may occasionally be referred to, but neither of those books do we regard as a class book.

114. Is the system which you adopt in your own schools identical with the system you contemplate for the schools to be supported out of a rate?—I think it is very nearly so.

115. You would not exclude from those schools absolutely all reference to religion, but only what you would call doctrinal teaching?—Doctrinal teaching.

116. Mr. *Miles*.] I understood you to say, in answer to a question put to you, that the Bible and Testament were used in your schools?—They are not excluded; but they are not made class-books for teaching the children elementary knowledge.

117. In what way are they used?—Sometimes the teacher will say, at his discretion, "We will have a chapter in the Bible read."

118. Does not it strike you that that in a certain way accords with the system which the supporters of the Manchester and Salford Education Bill wish to adopt in the new schools?—I apprehend that the cases are not parallel by any means; for, if I understand the local plan rightly, the Bible would be used every day as a class-book.

119. Mr. *Cobden*.] Are you a member of the Church of England?—I am.

120. I presume, then, that individually you have no conscientious objection to the State making provision for the teaching of religion?—I have individually no objection to it; but, in the present state of society, I think it would be very unwise for the State to make provision for giving universal religious teaching to the rising generation.

121. In joining the National Public School Association, you are not yourself influenced by any conscientious objection to the payment out of a rate for religious instruction; I presume that in joining that association you were actuated by the feeling that no other principle could be made acceptable to the whole body of the community in Manchester?—That was my opinion.

122. You stated that the prevalence of public opinion in Manchester was in favour of the secular system; have you had any public meetings, or anything that would give proof of that prevalence of opinion?—We have had public meetings, and have had majorities at some of those public meetings. I think at the earliest public meetings we were defeated; but at subsequent public meetings we have generally had majorities.

123. In regard to public meetings, you consider you have now possession of the majority in Manchester in favour of the secular system?—That is the impression which I entertain.

124. If, on the other hand, there were a very general feeling in favour of Mr. Richson's local scheme, you yourself would have no great objection to that plan being adopted, provided it could be made generally acceptable?—I should have no great objection to it personally, certainly; I admit that; but I think a secular plan would be more desirable.

125. Because more generally acceptable?—Yes.

126. Do

126. Do you know whether any considerable number of the more influential members of the National Public School Association, to which you belong, are actuated by the same motives as yourself, and are merely anxious that some system should be adopted which could be made generally acceptable?—I think there are many friends to education in Manchester who think the secular principle is the only right basis upon which to found a national system, and yet who, rather than have no education at all, would be glad to accept even the local plan, with all its objections.

127. Are you of opinion that there are any of the members of the National Public School Association who wish to prevent children from being taught religion; do you consider that any members of that association are influenced by a hostile feeling towards a religious training, or are they all agreed that religious training will be better carried on apart from secular training?—I think the latter is the impression, that religious instruction should be given separately from secular instruction.

128. Are you aware that there is to some extent a prejudice against the secular system, because it is assumed that, inasmuch as that system makes no provision for religious training, therefore its promoters wish that religion should not be taught at all?—In that respect I think a public error exists; we are the advocates of the separation of the two systems of teaching.

129. You propose to leave untouched and undiminished all present resources for religious training?—Certainly.

130. Do you consider that the children who go to secular schools during the week would be better calculated to acquire religious knowledge during the Sunday?—I do.

131. They would come into the hands of the Sunday-school teacher with that preliminary knowledge of reading, and probably writing, which at present the Sunday-school teacher has to go through the drudgery of teaching them?—Yes; I think it is very possible that the ministers of religion would immediately be conscious that a number of children were receiving secular instruction, to whom perhaps the parents were not affording religious teaching, and they might seek them out and perform their duties even more actively than they now do in some instances. I believe the benevolence of the religious community altogether would be excited, and there would be a more active performance of religious duty on the part of the ministers and teachers of religion.

132. *Chairman.*] Would not the fact of their being collected together in schools for secular instruction make it more convenient for the religious bodies to communicate with those children, and invite them to receive religious teaching?—I apprehend that there would be district schools established; and if a national system were to be adopted the ministers of religion would apply to the district school, and ascertain what children there might be in course of instruction, and probably they might prepare some little catechetical instruction for such children.

133. Mr. *Cobden.*] Since the formation of the National Public School Association there has been a local society formed, headed by Mr. Richson, with a view of combining religious and secular instruction in the schools in Manchester?—Yes.

134. Do you consider that the labours of that society have at all tended, up to this time, to remove completely the difficulty which was previously felt to exist in combining under one system the teaching of all religions?—I do not think the supporters of the first position have surmounted the difficulties which were felt to exist.

135. Do you know in what religious bodies that sort of impediment is found in Manchester?—I do not.

136. Do you know whether they have succeeded in combining with them in their movement the Roman-catholic population?—I do not.

137. You would consider any plan of education supported out of rates to be unjust, which did not provide for the education of all children whose parents were liable to pay the rate?—Certainly.

138. And therefore if any system were of a character to exclude any religious denomination, seeing that the members of that denomination were rateable to the school-rate, you would consider that that system could not be permanent or satisfactory?—Certainly.

139. Have you had an opportunity of forming an opinion of the system of

education as it exists in Ireland?—I am favourably impressed with the Irish system.

140. Are you aware that the only part of that system which is compulsory upon the children is secular education?—I am.

141. Sir *G. Grey.*] With regard to the appropriation of the rate, does the plan which you recommend exclude all existing denominational schools from a participation in the rate?—No; the schools must conform to the general principle of giving secular instruction, but we should be willing to receive all existing schools.

142. On the condition of their excluding religious instruction as a part of their teaching?—During the hours that secular instruction is usually given. They might of course employ their schools for giving religious instruction at such other hours as they might think proper.

143. Mr. *Brotherton.*] Have you ever known any instances where parents have objected to send children to any school in Manchester on account of the religious instruction which was given there?—I have not.

144. Does not the objection relate to the being rated for the support of all denominational schools?—At present we have no rate. In the event of Parliament sanctioning a rate I think it would be cheerfully paid, but not for denominational schools.

145. Mr. *Cobden.*] Which are the religious bodies in Manchester and Salford, who would make an objection to a rate for denominational schools?—I cannot reply to that question.

146. Lord *J. Russell.*] With respect to the scheme which you favour, how do you suppose the religious instruction would be given; would each school be a school to which only one denomination of ministers or clergymen would be permitted to give religious instruction, or would there be several at one school?—I have before stated that I think it desirable to have schools in common, where children of every possible denomination can congregate, and live in feelings of mutual respect and in common charity. Then I would suggest that the ministers of religion should look after the children in course of instruction in the district school, and withdraw them from that school to receive religious instruction on some given day in the week, according to the opinions of the parents. The children, of course, might be drafted into half-a-dozen or a dozen Sunday schools or other religious establishments.

147. They would be withdrawn from the school, and not be taught in the same place in which the usual instruction is given?—They should not be taught in the same place; sects and parties are so numerous in Manchester, that in some instances it is possible there might be even 15 denominations assembled.

148. Mr. *Bowyer.*] Do not you think that the children would be more likely to learn religion if it were combined with secular instruction, than if it were separated from it?—I think not.

149. Do not you think that there are parents who would be satisfied with their children learning what would be useful to them in the world, while they neglected their religious education?—No doubt; but the ministers of religion would look after such cases, I apprehend, as it is their duty to do even now, where the parents do not do their duty.

150. Do not you think that, supposing instruction in religion were combined with secular instruction, the children would be more likely to learn religion, than if the teaching of religion were left entirely optional?—I think not; learning is generally irksome; children rebel at lessons which are not palatable; and I believe if they first had a little secular instruction, it would give them a very great facility for receiving religious instruction; and religion being communicated not as a task, but as a moral and elevating element, the effect would be much more beneficial to the child, than if the two were mingled together; and especially if the child were corrected, as I have known children to be, for not exactly understanding a scriptural lesson.

151. Do not you think in every family religion is taught, more or less, as a task?—I think in well regulated families it has been for a great number of years divested of those terrors which were formerly associated with it.

152. I do not speak of terrors; do not you think it is made a task?—To some extent it is, no doubt; but I would observe, that wherever it is made a task I think it is afterwards found to have been a misfortune.

153. You

153. You would avoid any kind of teaching being made a terror, would you not?—Certainly.

154. In every family are not children obliged to learn religion?—I fancy religious truths are agreeably inculcated by the mother, or the governess, or some member of the family.

155. Children are obliged to learn certain things by heart?—No doubt.

156. Then it is made a task?—No doubt, in a kind and gentle manner; not under terror of the rod.

157. I suppose you would not wish any teaching to be under terror of the rod?—I would not.

158. Children are expected to learn Scripture lessons, and if they do not learn those lessons they are reprimanded or found fault with?—Those are parental regulations which I apprehend the schoolmaster would not interfere with, nor take cognisance of.

159. Might not the schoolmaster teach religion in precisely the same manner?—I do not think it could be established upon a national basis with anything like common justice or equity.

160. With regard to elementary books, have you considered the practical difficulty of separating religious matters from secular matters in such elementary books?—I think that difficulty is already surmounted; I think that elementary books are altogether unobjectionable, taking them as a whole.

161. With regard to history, are not there many things in history which one religious denomination would see in a very different light from another?—That is very true, but those differences rarely come into view in elementary works.

162. Must not many such cases occur in teaching history; for example, you could scarcely teach the history of England without teaching something about the Reformation?—Those are refinements and discriminations which do not exist in elementary books, nor do they enter into the views of schoolmasters in common schools.

163. Can you conceive of a Protestant book giving an account of the Reformation which would not be objected to by Roman-catholics on conscientious grounds?—It is very possible.

164. You do not think such a fact as the Reformation could be omitted in an elementary historical book?—In any standard history of England, the schoolmaster would take care to select a book which is as truthful and little offensive as possible; of course I should not be an advocate for the suppression of truth anywhere.

165. Would it be possible to state facts so impartially as to suit the views of all denominations with reference to an event like the Reformation, for example?—I think with respect to arithmetic all denominations could agree; there would be no doubting upon matters of addition, or division, or subtraction.

166. I am speaking of history; can you conceive it possible to give an adequate notion of the event called the Reformation in such a manner that some religious denominations would not object to it?—The honourable Member is speaking now of critical distinctions; I refer to broad principles. I believe that the broad principles that are to be found in history would be received indifferently by all. I am quite aware that between the Protestant Church and the Roman-catholic Church there are important differences, which both parties look at through different media.

167. Do you think that it would be possible to give an account of the Reformation which a Roman-catholic would think true which a Protestant would not object to?—Yes, I think it would be possible.

168. The Protestant would represent it as a great benefit, and the Roman-catholic would not; do not you think there are many other facts in history which it would be almost impossible to represent so as to suit the views of different denominations?—I think it is quite possible to state a fact without at the same time accompanying that fact by an inferential deduction which is offensive; it might be so as between the Roman-catholic and the Protestant.

169. Mr. *Fox.*] Are not you aware that this difficulty between Protestant and Roman-catholic has already been surmounted to the satisfaction of both parties in the school histories of England actually in existence and in use at this moment?—I believe there are no practical difficulties.

170. Mr. *Miles.*] I understood you to state that you did not think, that supposing

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supposing the secular plan were to be adopted it would supersede denominational schools?—I think not.

171. Do not you think that many of the persons to whose benefit we wish to apply any rate, if a rate is to be raised at all, namely, the poorer classes of society, would still, from conscientious motives, refuse to join in a secular school, but would still cling to their denominational schools, paying their pence?—I apprehend that in some particular cases parties might do so, but I think in the majority of instances the labouring classes would avail themselves of the secular instruction, at the expense of the State or municipality, and afterwards obtain religious instruction, either by the Sunday school, or directly from the minister or his assistants in his neighbourhood.

172. Still, supposing some of the poorer classes of denominationalists clung to their present denominational schools, from the fact that religious education was there blended with secular education, would not it be a hardship to impose upon them, with the rest of the community, a rate, the benefits of which they would not enjoy, for the purposes of education?—Yes; but an overwhelming good is generally accompanied by some exceptional circumstances which might take a little from the advantage of it. I think the instances would be very few indeed where a poor person would say, "I must have my secular knowledge accompanied by religious instruction;" I cannot conceive the existence of such an objection.

173. Supposing the opinion of the people of Manchester, relative to these two systems, were pretty equally divided, would it not be a great hardship upon those who refuse to avail themselves of the secular system, to force them to pay a rate for schooling which they themselves would not adopt for their children?—I should not consider it an individual hardship if there were an overwhelming public good resulting from it.

174. Mr. *Bowyer*.] Would they object to it?—I think it is possible that a person who did not choose to avail himself of the advantages of the general system of education might object to paying for it, but I think it would be so exceptional a case as not to deserve consideration.

175. Such a person would say, "I choose my children to be educated where religious and secular instruction is combined, and I therefore object to pay for a system that provides for secular information only being imparted"?—It might be so in some rare cases.

176. Lord *J. Russell*.] Do you believe that, practically speaking, Roman-catholics would send their children to schools which were entirely secular?—I think it possible that they would.

177. Mr. *Bowyer*.] Have you made any inquiries on the subject?—I have made some inquiries; but I am not prepared to offer any authoritative reply.

178. *Chairman*.] Supposing a permissive Act was passed, allowing a district to support a secular school by rates, in fact allowing persons to rate themselves to support a secular school, are you of opinion that such an Act would be thought objectionable?—I do not know that it would be.

179. Do you think that districts would avail themselves of such a permission to rate themselves, to support a secular school?—I should prefer seeing a more general and universal system.

180. A compulsory system?—Yes.

181. Would not it be an easy way of approaching the question, to test it by a permissive Act to see whether districts would be inclined to rate themselves for such a purpose?—There can be no question I think of the benefits that would arise to society from the extension of education, and therefore it need not be a mere experiment.

182. With regard to a denominational school in a district, must not that denominational school correspond with the opinions of the majority in the district. Supposing the case of a district in which the great majority of the people are Roman-catholics, if the school is to be a denominational school it would have to be a Roman-catholic school. How would the rights of the Protestant minority be respected in that case; would not they have to be rated to the support of a Roman-catholic school of which they could not avail themselves?—I do not think that any system of denominational schools could be successful.

183. The rights of the minority, if such a system were established, would be in many districts completely aside?—I think so.

184. Mr.

184. Mr. *Bowyer.*] Do you think that that difficulty could be got rid of by a general rate?—I think the most satifactory plan would be to have a universal rate.

185. You think people would not complain of receiving contributions from the rate in proportion to their numbers, the minority would be prepared to receive less money than the majority?—I should altogether object to a system of re-endowment; I apprehend if you attempted to teach religion through a new system of common schools you would only be instituting a universal system of teaching religion, and that would, I apprehend, be deemed very unsatisfactory indeed.

186. Sir *G. Grey.*] Is it the case in Manchester, that there is any recognised denomination so small as not to be able to support schools for the education of the children of those that belong to it, owing to the paucity of its numbers?—I should think not.

187. *Chairman.*] Unless the members of any particular sect resided in one locality, the denominational school might be at a very inconvenient distance from some portions of that sect?—That is an inconvenience always felt when parties are few in number.

188. That must arise from the fact of the schools being denominational?—Yes.

189. If they were common schools and unsectarian, there would be a school applicable to all the people in each district, and therefore the general convenience would be consulted?—Yes.

190. Mr. *Fox.*] Are there among the supporters of the association with which you are connected, instances of Roman-catholics joining in promoting its objects?—I think that there are instances of Roman-catholic children going to indifferent schools; but I am not aware of any instances where Roman-catholics associate with other religious bodies for the purpose of giving instruction.

191. Are not there some Roman-catholics members of your association?—Possibly there are.

192. Mr. *Bowyer.*] I understood you to say, that secular education would, in your opinion, be a good prepartion for religious education?—I think so.

193. Do not you think that that religious education would be a good preparation for secular education?—Certainly not; if you think for a moment upon the subject, you will find that you cannot convey abstract ideas except by means of the objects which surround us.

194. Do you mean to say that a child cannot learn to recognise the existence of God, till it has learned arithmetic?—I do not say arithmetic; but the child must have some ideas developed in connexion with this life.

195. Is not the first thing a child generally learns to say its prayer, probably, or something of that kind?—Yes.

196. Does not religious education in every well-ordered family precede secular education?—I apprehend not; because education does not consist merely in the attainments of reading, writing, arithmetic, grammar, geography, and so forth, but children begin their education the moment they have had their perceptive faculties directed to the world and the objects surrounding them.

197. Do not you think the father or mother begins by teaching the child some religious ideas?—That is frequently the case; but the child must have some ideas developed before it can comprehend such teaching.

198. Supposing a child to have its faculties sufficiently developed to be capable of learning anything, do not you think that in every well-ordered family the first thing taught to the child is some ideas of religion?—It is very possible.

199. Do not you think that circumstance seems to point out that religious education should have the preference to secular?—I apprehend it will be found that we cannot communicate religious ideas without having first some ideas developed of the mundane character which I refer to.

200. Mr. *Cobden.*] You have been in Manchester for five or six years engaged in this controversy, as respects national education?—Yes.

201. Almost the sole difficulty in the way of uniting all parties has been the religious question?—Yes.

202. Speaking candidly, from your own observation of what is going on around you, do you consider that progress has been made in Manchester in bringing to uniformity the discordant opinions which were existing when you began

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began this controversy, as respects the question of teaching religion or omitting religion in giving secular education?—I think very wonderful progress has been made; I think the local plan is a very liberal plan, and gentlemen are advocating that plan who would not have entered into its principles or views many years ago, but who now see that education would be a very great benefit, and see also that it is desirable it should be universal; and therefore they have given their serious thoughts and deliberations to the propriety of concocting a scheme which shall be as acceptable to all as possible. At the same time, they reserve to themselves the propriety of only advocating a system which shall give religious with secular instruction. I think all parties are advancing, and all parties are now uniting essentially in advocating the necessity of instruction being given to the rising generation.

203. Mr. *Miles.*] When you said that the difficulty of uniting all parties on this subject has been mainly the religious question, did you mean that the difficulty would be removed by the proposal to exclude religious instruction from all other schools?—I think it might be overcome; under the Factory Act we conduct our business under two important stipulations which the Legislature enacted some years ago; one of them compelled every factory employer to receive such children as offered themselves for employment, accompanied by certificates from surgeons as to their physical capacity to sustain labour; the second regulation that the Legislature enacted was that of education; that enactment is altogether unconditional. We may give any kind of education if we can only give such as will procure for the child a schoolmaster's certificate, whether it be religious or irreligious; if the certificate is presented it is to all intents and purposes deemed to be a compliance with the law.

204. Is it your opinion that there is more probability of a general agreement by excluding religious teaching from the schools than by applying the rate, assuming that a rate is to be raised, to the support of schools teaching various kinds of religion?—I do believe that such a system would be ultimately the most satisfactory.

205. Without speaking of your anticipations of the ultimate result, what is your opinion now as to the sentiments of the people of Manchester upon that subject?—I apprehend that, generally speaking, the system we propose would be acceptable, because at our public meetings we have carried our principle by large majorities.

206. At those public meetings has the question been between the two schemes, assuming that there is to be some system of rating established?—Certainly.

207. Lord *J. Russell.*] Has it been so at every public meeting?—No; at the first public meeting we were defeated, but only by a very small majority.

208. Sir *G. Grey.*] Was the meeting composed of persons who were favourable to the principle of rating, and not only to a particular application of the rate when raised?—At the public meeting to which I refer, the first public meeting, when we were defeated, there were parties denouncing the rating principle altogether who have since acquiesced in the principle of rating, and avowed their sense of the importance of our having a general and universal system; I regard the factory education as being a most imperfect system, but still it has been exceedingly beneficial to the labouring classes; it is a national and unconditional system of education, but the progress the children have made with three hours teaching five days a week is really wonderful.

209. Is it not the case, that in the great majority of the factory schools religious instruction is combined with secular?—In very many instances it is; I should say that the cases may be about equally divided.

210. Mr. *Peto.*] I understood you to express your acquiesence in the statistics which have been given to the Committee by previous witnesses?—Yes.

211. You have observed, doubtless, that there is a general agreement that the accommodation in the existing schools is ample?—I know such an opinion prevails. I am disposed to doubt whether it would be quite ample.

212. If the numbers which have been stated are correct, there can be no doubt upon the subject?—No.

213. Seeing that the accommodation is more than sufficient, and the attendance is not satisfactory to your mind, in what way would you propose to enforce, if you enforce at all, the attendance of the children upon the new schools?—A moment

A moment ago I expressed my doubt as to the existing schools being sufficient for all the uninstructed children, provided we were able to gather them within the school buildings; in the first instance the children might be absorbed by schools, which might be rented for the purpose. I think there are many denominations in Manchester that would not object to rent schools for a general system of education.

214. Do you propose to enforce compulsorily the attendance of the children on the new schools you propose to erect?—I would have no compulsory laws to drive children of necessity to these new schools which we project.

215. Would you to any schools?—Rather than have the present system I would prefer a compulsory system; a short time ago, in my evidence, I showed that in our factory schools, where the children are obliged to come, the loss of time by the children attending the schools is only two per cent., whilst on the other hand, where they can exercise their own discretion as to coming to our schools or not, the loss of time has been 37 per cent.

216. I understand your opinion to be, that you do not object to children being compelled to attend at some school?—I have no objection to it.

217. Sir *G. Grey*.] Does the scheme which you advocate involve a provision for the compulsory attendance of the children at the schools?—I think it does not. I think, however, it would be a compulsion which would lead to the benefit of the children as well as to the benefit of the community, and I should exercise it very discreetly, I hope, and very carefully and cautiously; but if the parent did not provide for the education of the child according to his own views and sentiments, then there should be some superintending power that should discriminate whether a certain child should be sent to a public or national school or not. I think a discrimination should be exercised, and the discriminating power be given to some Board, or other authority.

218. Mr. *Christopher*.] How would you enforce it; would you enforce it by means of penalties upon the parents?—I would have a discriminating Board, which might be appealed to if a parent did not give his child an education.

219. Supposing the parent were to refuse to do so?—Under certain circumstances, I would say that the child should not be left in a state of ignorance, but must go to school.

220. Sir *G. Grey*.] You are stating now your own individual opinions, and not stating them as any part of the scheme of the association with which you are connected?—Not at all.

221. Do not you contemplate, under your scheme, a largely increased attendance of children at the schools in Manchester?—Certainly.

222. Do you trust, for that increased attendance, to the fact, that the schools to be established are to be free?—To some extent.

223. On what other means do you rely for securing that increased attendance?—I think it is possible that there might be schools in every district in Manchester, and that the freedom of those schools would be an inducement to the parents to send their children; I believe, also, there are respectable people among the working classes who appreciate education, who would reason with their neighbours, and say, "Such a child ought to be sent to some Sunday school," and induce them to go.

224. *Chairman*.] Is not the school at the Mechanics' Institute, at Manchester, entirely a secular school?—It is entirely secular, and it is the best school of the class which we have in Manchester.

225. Sir *G. Grey*.] Do you know whether the children, who attend that school, are receiving religious instruction?—I do not doubt that they do receive religious instruction.

226. Have you looked into the question so as to be able to state whether they receive it from their parents, or from ministers of religion, or from Sunday schools?—They receive it from the three sources you indicate.

227. Are the children in that school the children of parents of various denominations?—Certainly; I can state that I have learned from Mr. Horner that, in his factory district, he has found that the children who are receiving only secular instruction are better informed upon religious subjects than those who are receiving what is called a religious education.

228. Do you think the fact of religious instruction, being combined with secular in the factory schools, deters children from attending the Sunday

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schools for the purpose of receiving religious instruction; that they are more likely to attend a Sunday school, when the instruction in the factory school is only secular, than when it is secular and religious combined?—In one particular instance Mr. Horner informed me where nothing but religious instruction was intended to be communicated, the school was the worst in his district.

229. With regard to your own schools, do the children, who attend your factory schools, attend Sunday schools?—They do to a great extent.

230. Those Sunday schools being unconnected with your establishment?—Yes.

231. Lord *J. Russell.*] Do they attend any other schools for the purpose of receiving religious education?—They do on the Sunday.

232. Mr. *Cobden.*] You speak of the great number of young children wandering about in the streets of Manchester and Salford, whom you wish to gather into the secular schools; I presume it is your opinion that those children gathered into the schools would have a better chance of being found out and carried to places of worship and to Sunday schools by being paraded, so to say, in the secular schools on the week day?—Yes, the minister of religion would have a certain point to which he might at any time apply for the purpose of ascertaining what children were receiving secular instruction who might belong to his own particular neighbourhood.

233. You would conceive it the duty of the minister of religion in that vicinity to see that the children so assembled during the week in the secular schools were taken to some place of worship on the Sabbath?—Yes.

234. Mr. *Bowyer.*] You mentioned a case of a school where the instruction was exclusively religious, and where the children knew less of religion than the children in other schools?—The worst schools in the district were those schools where only religion was taught, and the religious information possessed by the children was of a less sound character than in some schools purely secular.

235. Are those schools to which you refer, in which religion is taught, denominational schools?—I should think in some cases they partake of the denominational character, inasmuch as I speak now of factory schools, and these schools generally are conducted very much in accordance with the religious, political, or other opinions of the proprietors of the establishments to which the schools may be attached. That I take to be the great objection to the system. I apprehend every possible kind of doctrine is being inculcated under our present factory school system of education.

236. You say they partake of a denominational character, you mean, therefore, that they do not teach the distinctive doctrines of any particular denomination?—In some cases, I apprehend, they incline in that direction.

237. Those schools you refer to, are schools in which they do not teach the doctrines of any particular denomination?—I should think there are schools under the Factory Act, where the Catechism of the Church of England is taught. I know there are schools where that Catechism is not permitted to be taught.

238. Do not you think that what you mentioned as a defect in the teaching of those schools, arises partly from the indistinctness of the religious teaching, and from its not having a distinct reference to the doctrines of any particular denomination?—It is a capricious system altogether, and an uncertain system. I do not think any fair deduction can be obtained from it, except that it is not desirable to establish such another system by Act of Parliament.

239. What you say would not apply to a system in which the distinct doctrines of a particular denomination were taught, but only to a system of that capricious character?—I am opposed to the introduction of doctrinal teaching.

240. You spoke of those schools in which the instruction is unsatisfactory, as being schools in which a capricious system exists, and where the doctrines taught are not the distinct doctrines of any particular denomination; I ask you whether what you say, is not inapplicable to a case where a school is distinctly and clearly a denominational school?—I had better reply to that question by stating that as a rule, I should say that the teaching of the British and Foreign School Society prevails under the Factory Act, and that where that system does prevail, it is the least objectionable system.

241. Least objectionable in what respect?—In any respect.

242. Sir

242. Sir *G. Grey.*] Are the Committee to understand you to say, that your objection to the factory schools is, that that the system is a capricious system, because in one school the doctrines of the Church of England might be exclusively taught, and in another school the doctrines of some other denomination might be exclusively taught?—Yes.

243. You did not mean that there was a capricious system of teaching in each school?—I spoke of the system as being capricious in admitting those various doctrines to be taught in the schools.

244. Was not your objection founded upon the fact that one kind of denominational instruction is exclusively given in some schools, and another kind of denominational instruction exclusively given in other schools, there being no general rule applied?—Yes, regarding the factory system as a national system, I regard it as capricious and inconsistent.

245. Mr. *Bowyer.*] You say that in those schools where religion was taught, even the religious knowledge acquired was less than in other schools which were purely secular?—Yes.

246. Were those schools, of which you say that, schools in which the distinct and clear doctrines of any particular denomination were taught?—I only speak of a communication made to me; I am not speaking from my own knowledge. I have had conversations with Mr. Horner, the factory inspector, and with the inspector of schools under the Factory Act; and the information I am stating has been communicated to me by them.

247. Do not you think that, in a school communicating distinctly and clearly the doctrines of the Established Church, combined with secular information, the children would be better instructed in the doctrines of the Established Church than in a school which imparted secular knowledge only?—I should consider that very unjust in itself; because, in all probability, there is no employer who confines his labour merely to parties belonging to the Established Church.

248. Take a school in which the doctrines of the Established Church are taught clearly and exclusively, along with a communication of secular information, do not you think that in that school the children would have a better knowledge of the doctrines of the Established Church than in a school in which secular information only was given?—If you ask me personally, as a member of the Church of England, whether I do not think that boys should be taught the doctrines of our Church while they are receiving secular instruction, I would say that, even in that case, it is better that the religious instruction should be given at a different period of the day to that in which the secular instruction is given; and I apprehend that in our universities they recognize that principle. I apprehend you very rarely hear that with the classical lessons which are being given, doctrinal religion is at the same time inculcated; young men go to their chapels at one period of the day, and go on with their mathematical or classical studies at another.

249. Is not that the case in all denominational teaching; you cannot teach a man religion, and, at the same time, teach him arithmetic?—Clearly not.

250. Therefore your observation applies to all denominational teaching?—Certainly.

251. *Chairman.*] You get rid of that class of objections, which are called concientious objections, by not teaching religion in the schools?—Certainly.

252. No person can have a conscientious objection to the teaching of arithmetic?—Certainly not.

253. The conscientious objection, which is so powerful over the mind, arises against the teaching of a religious tenet which the person maintaining the objection does not approve of?—Exactly.

254. Sir *G. Grey.*] Do not some persons profess to have a conscientious objection to maintaining schools or sending their children to schools from which religious instruction is excluded?—I have no doubt there are such.

255. Mr. *Cobden.*] When you come to analyse that objection, can any rational being say that he has conscientious objections to the teaching of arithmetic, or grammar, or the alphabet?—I believe that multitudes of children go there under the pretence of obtaining religious instruction, for the purpose of obtaining a little secular knowledge, by which to improve their worldly position.

256. The Right Honourable gentleman asked you the question whether there were

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were not people who had conscientious objections to secular education. Do not you think that that objection arises from the misapprehension to which you before referred, as an objection to the Secular School Association; namely, that it is thought that the advocates of that system are parties who have infidel propensities, and wish to exclude religion?—I think so; I would recur to the meeting which we first held in Manchester upon this subject, when we were vanquished. The first meeting was a town's meeting; it was held under the auspices of the Mayor. I believe if we had then frankly stated that our object was really to give secular instruction separately from religious instruction, we might have had a majority of the meeting in our favour.

257. At that time the majority of the meeting were under the apprehension that you really wished to promote infidelity?—Yes.

258. And probably some of your opponents rather promoted such a misrepresentation?—I fear so.

259. *Chairman.*] The conscientious objection would appear to be to a plan for preventing persons from having religion taught them, as a part of their education?—Yes.

260. But there is no conscientious objection to teaching arithmetic, reading, and writing, and so on, as far as they go?—Certainly not; all agree upon that.

261. They are the only things which are capable of being taught in common?—Yes.

262. And you would rather have those taught than have nothing taught?—Yes.

263. Lord *J. Russell.*] Are not many persons of opinion, that if schools, such as you describe, are confined to secular instruction, there would not be sufficient time and opportunity to give the religious instruction which is thought proper to be given to children?—We provide in our scheme that a certain portion of the week shall be expressly devoted to that purpose.

264. How much of the week?— Half a day, or even a day or two half days; whatever the Legislature might determine.

265. Mr. *Bright.*] That time may be so devoted, or that it shall be?—That it may be so devoted.

266. Sir *G. Grey.*] You state that you do not contemplate in your scheme that religious instruction shall be given in the schools, but all you propose is, that an opportunity shall be afforded to the scholar to go to any Sunday-school which may be open for his reception. or to the minister of his own persuasion for religious instruction?—Yes.

267. All you would do would be to exempt the child from coming to school on one or two half days in the week; might not the child, during those half days, be running about the streets instead of seeking religious instruction?—I think we have no means of preventing that.

268. Is not the difference between you and the voluntaries this: that they are for supporting the school system by voluntary contributions by persons of property; you, on the other hand, are in favour of supporting the schools by an equable rate?—I apprehend the voluntaries may or may not wish to separate religious from secular instruction.

269. You and the voluntaries agree that those who possess property must come forward for the instruction of the poor; the voluntaries say it must be left to private subscriptions, while you say it should be done by an equable rate?—Yes.

270. Mr. *Bowyer.*] Do you know whether the clergy of the Established Church in Manchester are favourable to the plan which you recommend?—I have already stated that, in conversations which I have had with them, many of them have declared that they do not object to the plan, provided security can be given for religious instruction.

271. Are you aware of the opinion of the Bishop of Manchester?—I should think he would not be favourable to it, unless some security could be given for religious instruction.

272. I understand that you would make attendance upon secular instruction compulsory?—To a certain extent.

273. Would you make attendance upon religious instruction compulsory also?—

also?—We do not make any proposition with reference to religious instruction at all; we say it is not our duty.

274. That is not a part of your system?—No; we say the ministers of religion and the parents of the children should look after that.

275. You leave that entirely to the parents and the ministers of religion, while you do not leave secular instruction equally optional?—Quite so, we think the public have a vital and perceptible interest in a well educated people.

276. Do not you think the public have an interest in the people having some religion?—No doubt the public are interested in their being a well ordered and well conducted people, and I do not think there can be a well conducted and a well ordered people without some religious principle to guide them.

277. Then the public will have an interest in seeing that the children have some religious instruction?—Yes.

278. Mr. *Bright.*] Is not it the fact that in this country a considerable provision is already made for religious purposes?—Yes.

279. You are a member of the Established Church?—Yes.

280. *Chairman.*] Do you see any difference, in point of principle, between supporting the lighting of a town by gas from public rates, and supporting such parts of education as all the inhabitants agree are necessary in any system of education?—With respect to public convenience and public advantage, I do not; and I regard ignorance as a nuisance which should be removed by the power of law.

281. If the inhabitants generally agree that the streets must be lit with gas, and they see no objection to supporting that lighting by a public rate, rather than by subscription; if they also agree that reading, writing, and arithmetic are necessary parts of education, is there any violation of principle in their agreeing to teach them by means of a public rate?—I think not.

282. But there would be a difficulty in so teaching religion, because they cannot agree which religion shall be taught, and nobody will agree to teach all religions?—Quite so.

283. Mr. *Bowyer.*] Do not you think the inhabitants would all agree, that everybody ought to have some religion?—Yes, I think the inhabitants would agree that they ought to have some religion, but I think they would generally agree that they should provide it in their own families or by their religious teachers.

284. Would not they rather that a man had some religion, though they might not think it a right one, than no religion at all?—It is very possible.

285. The members of the Established Church would rather that a person was a Wesleyan, or a Roman-catholic, than a perfect heathen?—They would rather have a man who acted upon some consciencious principle than a man who had no principle to guide him.

286. I am speaking of a conscientious principle of religion?—Yes.

287. Therefore, according to that view, it is of as much importance to the general public good that every man should have some religion as that he should have some secular knowledge?—But men can only view each other through a moral atmosphere; they cannot look into the minds of each other, and know by what religious views and principles they are impelled, but they can regard the morality or immorality of actions.

288. Cannot they see the difference between a man with some belief and a man with no belief at all?—There is a deep disquisition involved in that remark.

Martis, 15° *die Martii*, 1853.

MEMBERS PRESENT:

Mr. Milner Gibson.	Mr. Fox.
Sir George Grey.	Mr. Brotherton.
Mr. Cobden.	Mr. Bowyer.
Mr. Miles.	

THE RIGHT HON. THOMAS MILNER GIBSON, IN THE CHAIR.

The Rev. *William M'Kerrow*, D. D., called in; and Examined.

Rev. *W. M'Kerrow*, D.D.

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289. *Chairman.*] YOU are a Minister of the United Presbyterian Church, are you not?—I have been for 25 years an ordained minister of that church, and I have had charge of the same congregation during the whole of that period.

290. In Manchester?—In Manchester.

291. Are not the doctrinal principles of your church what are termed Evangelical, and are they not considered by you to be generally similar to those of the Church of England, the Independents, the Baptists, and other dissenting denominations in England?—They are.

292. Have you taken an active part in many of the public movements of a benevolent and religious nature which have occurred in Manchester, and, amongst others, that of educational progress?—I have always been disposed to co-operate with those who seek to improve the condition of the people. I have been actively connected with the formation of the plan, and the advocacy of the cause, of the Public School Association.

293. What were the particular circumstances that led you to give attention to the Education question?—I was led to inquire into the educational condition of Manchester, and to assist those who were desirous to improve it, because I saw ignorance and vice prevailing amongst multitudes of the working and poorer classes of society; because I considered the Sunday School system, as generally exhibited, both in kind and quality of instruction and influence, altogether inadequate to meet the necessities of the case presented to me; because a perusal of the reports given by Her Majesty's Inspectors of Schools, convinced me both of the extensive need of education throughout the country, and the inability of mere voluntary effort to supply the want of it; because the conflicts of the religious sects, regarding the measures now and then proposed by Government for the extension of education, induced me with others to try to ascertain whether a satisfactory basis for a system of national education could be formed.

294. What are the principal points upon which you wish to give evidence; have you any plan of proceeding that you wish the Committee to adhere to, in receiving your evidence?—I desire to be allowed to make some remarks, first, on the formation, principles, and progress of the Lancashire Public School Association, and of the National Public School Association; secondly, on the general principles, that it is the right and duty of the Legislature, under certain limitations, to sanction and promote a system of national education; thirdly, on the moral and educational deficiencies which render the application of this principle befitting in Manchester; fourthly, on the causes of the deficiency of education amongst the working and poorer classes of the people; fifthly, on the imperfection and inadequacy of the existing means of school instruction in Manchester; sixthly, on the objectionable character of the Manchester and Salford Bill for Education; and lastly, on the equitable and beneficial nature of the system proposed by the National Public School Association.

295. The

295. The first of those heads relates to the Association, does it not?—It does.

296. Will you make your statement with reference to the first head; the Association itself?—The proposed Factory Education Bill in 1843, and the Minutes presented in 1847 to both Houses of Parliament by the Committee of Council on Education, occasioned in Manchester a considerable amount of agitation. It was declared by a large portion of the community that both measures were contrary to the rights of conscience. This circumstance induced a few gentlemen belonging to different religious denominations to meet and inquire whether a plan for education could be devised that might be just to all, and beneficial to the community. After frequent interchange of sentiments and deliberation, they issued a small pamphlet, entitled, "A Plan for the Establishment of a general System of Secular Education in the County of Lancaster." That plan proposed the establishment, wherever they were needed, of four classes of schools; namely, infant schools, common day-schools, evening schools, and industrial schools; and also Normal schools for the training of teachers. Not from indifference to the religious sentiments, nor from hostility to any denomination of religious professors, but from the impossibility of procuring harmony of action in connexion with the dogmatic principles of opposing sects, it was agreed that the kind of instruction to be given should be thus defined; "reading, grammar, writing, arithmetic, geography, and such other kinds of secular useful information as might be deemed advisable, or the growing intelligence of the people might demand. In addition to this, a sacred regard to truth, justice, kindness, and forbearance in our intercourse with our fellow creatures; temperance, frugality, industry, and all other virtues conducive to the right ordering of practical conduct in the affairs of life; and inasmuch as these virtues, together with reverence and love towards the Divine Being, are clearly taught and powerfully enforced in the Scriptures, a selection of examples and precepts inculcating them should be made therefrom, and read and used in the said schools, but without reference to the peculiar theological tenets of any religious sect or denomination." The plan, the leading principle of which I have thus stated, proposed that the schools established in accordance with it, should be supported by local rates, and placed under local management. It proposed the formation of district local committees; committees of hundreds, and of a County Board of Education, and defined their respective duties. As the Irish National system seemed in some measure to solve what has been termed "the religious difficulty," and to work well, it was agreed to try how far some book of Scriptural extracts might meet the views of the religious public, and whether it could be introduced by general consent into the schools. The pamphlet referred to having been circulated to some considerable extent, and the local press having expressed a favourable opinion of the plan specified, a public meeting was held in the Mechanics' Institution, on the 25th of August 1847. The principles and provisions of the scheme were submitted to consideration and unanimously adopted, and an association was formed under the title of the Lancashire Public School Association.

297. What were the chief events that followed the establishment of that Lancashire Public School Association?—The Association immediately began to diffuse by lectures, public meetings, and the press, a knowledge of its constitution and objects. So fully convinced were the executive committee of the popularity of their cause, that in March 1849 they applied to the Mayor to call a meeting of the inhabitants of Manchester to petition Parliament on behalf of the plan. The meeting was held; their opponents mustered a large force of antagonists to prevent the apprehended issue, and, after a protracted discussion, the different parties appeared to be so balanced when the vote was taken, that the mayor could not determine whether the majority was for or against the motion proposed by the Lancashire Public School Association. At last, being pressed to decide, and both parties having declared their willingness to accept his decision, he declared against the Association. This circumstance excited them to more energy, and secured for them more attention from the public, and a large increase of adherents during the course of another year warranted another trial of strength. In April 1850 a second town's meeting was called by the mayor. Those who could not find admittance to the hall, to the number of about 4,000, were addressed in front of it. A great majority, both

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both within and without its walls, accepted the plan of the Association, and voted that Parliament should be petitioned on its behalf. Success, and applications from various parts of the country, seemed now to demand that the Lancashire Public School Association should be merged in one of a national character. On the 30th of October 1850, a conference of delegates from various parts of the kingdom was held in Manchester, and then the National Public School Association was formed. The basis of the Association was speedily settled by the general council, to whom the conference had confided the embodiment of their opinion, and by whom it was thus expressed. "The National Public School Association is formed to promote the establishment by law in England and Wales of a system of free schools, which, supported by local rates, and managed by local committees specially elected for that purpose by the rate-payers, shall impart secular instruction only, leaving to parents, guardians, and religious teachers the inculcation of doctrinal religion; to afford opportunity for which the school shall be closed at stated times in each week." Since that period the Association has continued actively to propagate its opinions, and to extend its influence throughout the country.

298. Mr. *Miles.*] Then the Lancashire Public School Association and the National Public School Association were not formed on the same basis?—Yes, they were on the same basis.

299. *Chairman.*] Have there been any changes of principle or arrangement since the establishment of the National Public School Association in 1847?—There has been no change as to the secular principle of its constitution; reference has been made to the recognition by the Lancashire Public School Association of the use of scriptural extracts; there has been no withdrawal of these by the National Public School Association; the opponents of the secular plan, however, met them with a charge that they were dishonouring the Bible and mutilating the Scriptures. Having found that it was not a matter worth the contest, whether the teacher should be furnished with extracts made for him, or should be allowed virtually to make them for himself, by selecting the portion of Scripture to be read by his scholars, the feeling began to prevail that it would not be right to insist on the use of a book of extracts, to the exclusion of the Bible. The National Public School Association are of opinion that the reading of the Scriptures ought neither to be enforced nor excluded by law, and that the introduction, whether of extracts or the Bible itself, should be left to be determined by local committees, to whom it is proposed to entrust the choice of all school-books, so as to suit the varying circumstances of localites. Then, as to an alteration made in the provisions of the plan, I may state at the outset of our case we made no reference to the existing schools of the religious denominations, because we contemplated from the first merely the erection of a school of each kind in every district of the county, and concluded that the rate-payers were not likely to establish schools where they were not needed, and in opposition to existing establishments which were efficiently conducted; and thus public opinion was left to be the arbiter whether such schools should or not absorb existing establishments. A cry, however, began to be loudly raised that the denominational schools would be injured by the free schools, and thus we were led to devise an expedient, by means of which the denominational schools might become free schools, and be supported by rate in like manner. At a meeting of the General Council and an aggregate meeting of the Association, held in Manchester, on 1st December 1851, it was unanimously agreed that the following appendix should be added to the plan: "That schools already in existence may become free schools under the direction of their present and future managers, and receive the sum of per week for each scholar educated by them; provided, first, that on inspection they are found in a satisfactory condition; secondly, that the inculcation of doctrinal religion shall not take place in them between the hours of in the morning or in the afternoon; thirdly, that the attendance of the scholars on the inculcation of doctrinal religion shall not be compulsory; fourthly, that the inculcation of doctrinal religion shall not be a part of the duty of the teacher under this system; fifthly, that no part of the school payments derived from the rate shall be directly or indirectly applied to the inculcation of doctrinal religion." With the formation and progress of the Manchester and Salford Society for Education, and with the provisions of the Bill they have introduced into Parliament, this honourable Committee is acquainted, and to this Bill I shall have occasion, in

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in a subsequent part of my evidence, to direct the attention of the Committee. The National Public School Association has also prepared the outline of a Bill, which I beg leave to hand in, and one provision of which I will now read, because it specifies the mode in which existing schools may retain their self-government, and yet be brought into connexion with the scheme proposed by the National Public School Association. The clauses are the 19th and 20th. "And be it enacted, that in case, at the time of the commencement of this Act, there shall be within any district any existing school, and the inspectors shall report to the committee that independently of any doctrinal religion or sectarian opinions there taught, the same is in a satisfactory condition, and may properly be converted into a school or schools of one or more of the before-mentioned four classes of schools, the committee shall, at the request of the trustees or managers of such schools (but not otherwise), constitute the same into such free school or schools, and shall declare of what class or classes the same shall be; and thereupon there shall be such right of free admission to the same for the purposes of secular instruction as is hereinbefore provided with regard to schools originally established under this Act, by the Committee; but such school or schools shall (unless the managers or trustees assent to surrender the management of the same to the committee) continue under the management to the trustees or managers, but shall be subject to the same inspectorship as is hereinafter provided with regard to schools originally established under this Act; and during the management of such managers and trustees the committee shall, out of the school-rate, pay to them a sum at the rate of pence per week, for each scholar receiving secular instruction; such sums to be paid quarterly, or at such periods as may be agreed upon. But the committee shall not acquire any right to interfere with the internal management, discipline, or instruction in such schools (unless so surrendered), except in relation to the conditions herein contained. And be it enacted, that the inculcation of doctrinal religion or sectarian opinions shall not take place in any such school, at any time or any week day between the hours of and in the morning, and and in the afternoon; and that no manager, trustee, or other person shall be deemed to have committed a breach of trust, or be in any way liable to any suit or proceeding, by reason of the omission to inculcate on the scholars, during the hours aforesaid, doctrinal religion or sectarian opinions; and no scholar who receives secular instruction at any such school shall be compelled to attend the school at other times than those above mentioned, or whilst doctrinal religion or sectarian opinions shall be inculcated; and no part of the payment to be made to the managers of any such school shall be in any way applied for the purpose of inculcating doctrinal religion or sectarian opinions."

300. Mr. *Miles.*] According to the two clauses in this Bill, and from the statement you have made to the Committee, supposing this Bill to pass, for the denomination schools to unite with you, the payment made from the public fund would be purely for secular education, and the children would have to pay their half-pence or pence for the religious education they would get from the schoolmaster?—The payment from the rate would be simply for the secular part of the instruction; the religious teaching would be left entirely to voluntary effort.

301. Sir *G. Grey.*] There is nothing in that clause which you have read, which precludes any extra payment being made by children attending those schools for any instruction not provided for by the scheme itself?—Nothing that prevents the parents paying for anything they think proper.

302. Or for any other instruction not comprised in those subjects of instruction which is provided for out of the rate?—Quite so.

303. *Chairman.*] What is your next head?—My next head refers to the general principle, that I think it comes within the province of Government, not merely to punish, but also to prevent crime; not merely to repress social evils by the strong hand of power, but also to promote by active means the safety, public order, virtue, and the improvement of the community at large. I am aware that there are many things which it is not necessary for the Legislature, nor for any association of people under the authority and arrangement of law, to do, which indeed neither the one nor the other ought to do; but it does not follow that there is nothing which they should not prosecute in this manner; and I cannot understand why it should

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be considered right to support the poor, and to carry on measures of sanitary improvement under national authority, and by means of legal association; and wrong to adopt the same method of diffusing the blessings of moral and secular instruction. Neither can I perceive why we should be permitted to enlighten the mind and discipline the heart of a child when it becomes a pauper or a criminal, and wrong to attempt to save him from ignorance and vice until he becomes an inmate of a workhouse or a gaol.

304. What advantages would you expect to arise from the introduction of such a system as that proposed by the National Public School Association?—The chief of the large number which might be specified are these: school-rooms would be built where they are needed, and only where a necessity for them exists; teachers, qualified to instruct and interest the young, would be obtained, and properly remunerated for their labour; schools would be supported, in times of depression of trade, and would not depend on the favour, or life, or local residence of some benevolent individual, and would be rendered less liable to discouraging fluctuations, and more permanent than they are found to be when voluntary contributions have to be sought for their support. If the schools were free to all without the direct payment of a fee, the means of instruction would become universally accessible to the children of the poor, and would be embraced far more extensively than they are at present; places and agencies of instruction would be extended much more widely and rapidly than they are ever likely to be without the aid of the State. The children of the working classes, to whom it is of the greatest consequence that a good day-school education should be given in the shortest possible space of time, would pass, during a very few years, through a more beneficial course of teaching and training than it is likely they would otherwise obtain. And as all are interested in the general improvement of society, and would derive advantage from that safety of property and life, and from that increase of industry and comfort, of which the education of the people would be productive, so all would contribute, according to their ostensible ability, to the support of such education; and thus the niggardly or cold-hearted would justly have to bear their share of that burden which is allowed unduly to press on the benevolent.

305. Would you mention the circumstances which lead you to suppose that the application of your principle of legislative interference, with reference to education, is necessary in Manchester?—They are those which have respect to the ignorance and immorality of a vast number of the people. The elaborate statistical details which have been given by some of the gentlemen who were examined last Session on the Educational question, and the knowledge derived from the Census Returns of 1851, have superseded, to a considerable extent, certain branches of evidence prepared by the National Public School Association; and I therefore refrain, as much as possible, from troubling the Committee with facts which have been already recorded and admitted. The supporters of the Manchester and Salford Bill, and the members of the National Public School Association, agree in their views regarding educational deficiency, and the propriety of Legislative interference to remedy the state of things thus existing; but yet it may not be amiss that I should endeavour to strengthen our common position by a few calculations founded on the Census Returns, and by a little further corroborative proof. I purpose to draw my statements and illustrations, for the sake of uniformity and simplicity, not from the whole contemplated school district of the Manchester and Salford Bill, but only from the municipal borough of Manchester. The population, then, of the municipal borough of Manchester is 303,043 persons, and of these there are 69,543 children over three and under 14 years of age. I beg to hand in a series of tables, which have been founded on the Census Returns, and in the first of those tables the statement I have now made will be sustained. I shall have occasion to refer to these tables frequently, but not in the numerical order in which they occur.

306. Do your statistics relate to the same area as the others?—I have taken only the municipal borough of Manchester in this case. Various opinions are entertained regarding the period which is termed the school age. Ours being a national scheme, not contemplating any limit of certain localities, I have taken the Census tables and applied them simply in reference to the municipal borough of Manchester, in order to make out the point of destitution of education in that borough, as sufficient to serve my purpose.

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307-8. But you do not take the same area that they do?—Not in this case; it was quite impossible for us to get up general statistics with regard to the country. I have taken those cases by way of illustration with which we are familiar; things occurring among ourselves. I have said that various opinions may be entertained with regard to the school age, but I consider that it may be fairly taken to be the interval between the years mentioned of 3 and 14, because it appears from the Census tables that there are in the said borough 1,171 children attending day schools at three years of age, and because few children of the middle and working classes attend day schools after their thirteenth year. Now, of the whole number of 69,543 between the ages specified, there are only, according to the returns of the parents to the registrars, 32,394 who are attending day schools. The reference to this is to be found in Table No. 3. It is worthy of notice that the total of scholars of all ages on the books of the day schools, according to the schoolmasters' return, is only 26,140, as is shown in Table No. 5; and that this number is much more likely to be accurate than the other, inasmuch as the schoolmasters would have no temptation to give a lower figure than appeared in their books, but every reason to represent their schools in the most favourable circumstances; whereas mistakes, in all probability, would be made by the ignorance of many of those parents who might return mere Sunday school children as scholars, or untrue entries might be inserted by those who were reluctant to acknowledge that they were neglecting the education of their children. It appears, moreover, that the scholars attending on the 31st of March 1851, being an average attendance, were merely 22,451 of all ages, and 20,665 between the ages of 3 and 14, as appears in Table No. 5. But, passing by the very great difference between ascertained attendance and the supposed attendance, which is connected doubtless with much irregularity, as implied in the parents' return; and allowing that the difference between the schoolmasters' return and the parents' return may be accounted for by the fact that children instructed at home would of course not be entered on the school books, and thus conceding, so that discussion may be avoided, all that those who take the most sanguine views of the extent of education in Manchester may demand, namely, the entire number of 32,394 returned by the parents as scholars, we have only one in 9⅓ of the population represented to be receiving day-school instruction. In this calculation a reference is made to the limit between 3 and 14 years within the municipal borough of Manchester.

309. Do you not consider this proportion to be tolerably satisfactory?—I do not consider that proportion to be tolerably satisfactory. I am aware that Lord Brougham, as was stated to the Committee last Session, has said that public education would be in a good condition if one in nine was under instruction: and a Committee of the House of Commons reported, in 1838, that it was desirable there should be suitable means of education within the reach of the working classes for not less than about one-eighth of the population; but we have not yet reached either of those proportions, which I presume to think, when the statements were made by those authorities, were viewed as distant objects to be arrived at, and not as results which would be satisfactory when reached. The proportion under instruction in the United States of America is, according to the statements of their public documents, one in five of the population; and the American ambassador, Mr. Ingersoll, in a speech made by him at Manchester, in January last, thus expressed himself, as reported by the "Manchester Examiner and Times:" "Our common schools are attended, so far as most of the States go, by every poor individual, by every child of a poor man who chooses to attend them, and an education sufficient for all the purposes of life is given; so that there are at this moment (there was, at least, two years ago, and of course there are rather more now) four millions of individuals going through a course of instruction in the United States, or about one-fifth of the inhabitants of the country. I speak of my own particular place of residence, Philadelphia, when I say there are 50,000 poor individuals at this moment who are educated at those public schools, without any cost to the parents, many of them being unable to pay for them." Now I can discover no reason why the mass of the people of England should be less educated than those of America; why we should consider it to be enough in our country that one in eight or nine should be under instruction, whilst there is one in five in theirs; or why we should be content with one in nine in Manchester, at all our schools together, while, taking the most favourable view of the case, there are

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in Philadelphia one in eight in the common schools alone. It is the desire of the promoters of the National Public School Association to extend education as widely as possible; so that, as far as it is practicable to give it, every poor child may receive it. We look at proportions as evidence of progress, and not as limits to effort.

310. You have stated that there are in the borough of Manchester 69,543 children between the ages of 3 and 14; but as the whole number could not be in the school at the same time unless they were all to receive eleven years' education, would not you be disposed to admit that five-and-a-half years' instruction would be sufficient; and as this mode of computation would reduce your number to 34,771, would you not be inclined to acknowledge that it is about the number whom you could reasonably expect to be at school?—I object still more strongly to the mode of determining educational deficiencies and duties by measures of this kind, than I do to the proposal of contenting ourselves with some meagre proportions. I consider this method to be deceptive and delusive. If the whole number of children attending instruction were each to receive it for five years and a half, this period of time would confer incalculable blessings on those belonging to the working and poorer classes of the people, but would bring down the children of the middle and higher classes, who upon the average system would have the same time of education, to the same level of scanty and unsatisfactory attainment; but it does not follow that all children would receive the five years and a half of instruction. The average calculation is of no use unless you can secure for it practical application. It is a thing of fiction, and not of fact. The fallacy lies in confounding years with education. You divide a certain number of years, but not a certain amount of education. It is evident that unless compulsion be employed to secure equal distribution, while some may reach the standard of five years and a half, others would go beyond it, and many more would fall greatly short of it. But the medium period ought not to be considered satisfactory if a longer one can possibly be obtained; and why the advantages of those who receive 11 years' instruction should be counted a compensation for the misfortunes of those who attend school only four years or two, or who never go to it at all, I am at a loss to understand. I do not see that the superior instruction given for a lengthened period to a few thousands of children is an equivalent to society in general, or to some other thousands of poor or unfortunately neglected children for their gross ignorance of the arts of reading and writing, and for all the evils resulting from such ignorance. It is not enough to tell the starving man that if all the food of the country were distributed in a certain proportion, there would be so many loaves to each person; but as this distribution is not made, he must be content to pine away and die, and please himself with the thought that his rich neighbours enjoy the plenty that he is not permitted to share. Neither would it be right to contend that there should be no poor law to relieve his necessities, because his wealthy countrymen have all that their hearts could wish, and perhaps some time or other may voluntarily give him a little charitable assistance. To say the least of it, I can find nothing satisfactory in the application of the average system to the Education question. Mr. Richson, in one of his Tables, shows that there are 4,897 children in Manchester and Salford attending superior private schools; it is more than probable that those children will receive at least 11 years' instruction. Now the average plan says, "Spread amongst double that number, or 9,794 children, these 11 years, and they will have each five and a half years;" whereas the actual state of the case may be that the 4,897 children attending superior schools will receive the whole 11 years, whilst the other 4,897 will never be at school at all, although it is computed that they receive five-and-a-half years' instruction. Mr. Baines, proceeding on the fallacious data of averages, comes to the strange conclusion, that there are in Manchester and Salford, out of the whole number of children that might reasonably be expected to attend the day schools, only 345 who are not so attending. To confirm the arguments which I have employed, and to refute by actual facts his incredible supposition, I beg leave to direct the attention of the Committee to Tables 7 and 8, and to the connexion which they have with each other. Table 7 shows the school attendance of the children of St. Michael's Ward and St. John's Ward, as ascertained by a house-to-house visitation, and Table 8 applies to Manchester in general the facts thus ascertained, showing the school attendance of the children in the borough of Manchester, calculated

calculated on the same ratio as given in the return for the St. Michael's and the St. John's Ward. I may state, that these tables are the declared results of a very elaborate one, prepared by Dr. Watts, one of the agents of the National Public School Association, which has not been placed in my hands, but which, when the Committee call for his evidence, he will explain. It is, however, only with the results of the investigation carried on under his supervision, and tabulated by him, that I have now to do. Table 7 shows the number of children between 3 and 14, in these wards to be 12,372. Now the average system would satisfy itself, by supposing that the condition of these children is all that can reasonably be expected, when they have each had five-and-a-half years' instruction spread amongst them; but the average attendance of the half of these children, or 6,186, would appear to give five-and-a-half years to the whole number of 12,372; whereas we find by actual inquiry the true state of the case to be, that 1,344 have received more than five-and-a-half years, and 6,788 have received less, and that 4,249, more than one-third of the whole number, have never attended a day school at all. Now we consider the population of these wards to be a fair representation of the population of the borough of Manchester in general, and having adopted the same ratio of calculation in Table 8, we have out of 69,543 children between 3 and 14 years of age, the total number of 45,659, who have at any time attended a day school; and an average attendance of 22,829 would appear to give five-and-a-half years' instruction to each of the 45,659; whereas only 7,557 have received more than five years' and a half, 38,102 have got less, and 23,884 have never at all attended a day school. We therefore oppose to the decision of imaginary averages, ascertained facts, and contend, so far as we have yet gone, that the state of education in the borough of Manchester, is unsatisfactory.

311. Sir *G. Grey.*] Have the observations you have just addressed to the Committee been with a view of showing that, in your opinion, provision ought to be made for the education of all children in Manchester between the ages of 3 and 14, during the whole period included in those ages?—Most certainly; we do not limit the period; we propose to establish schools, which are to be attended by the children between those ages, and we endeavour to get as great a number of children as possible to attend those schools. We do not proceed on the average system at all.

312. Do you wish to show that in providing school accommodation, or funds to maintain the schools, you must make that provision, with reference to the whole juvenile population between the ages of 3 and 14, assuming they are to be at school during the whole of that period?—My object in making this statement, was to show that this system of calculating on averages is a wrong system; that was my sole object.

313. Not with reference simply to the fact of the deficiency of education, but also with reference to the estimated provision to be made for supplying that deficiency?—Yes.

314. *Chairman.*] You have given the number of children at the schools, whom you have assumed, according to the parents' returns, to be attending school; can you give the numbers who appear by the Census tables to be neither at school nor at work?—I beg leave to state that there appear to be in the borough of Manchester 30,100 children, between 3 and 14 years of age, who are neither at school nor at work. As those are of the same ages as the number of 32,394, who are found attending the schools, according to the parents' return, the reasons for their absence must be those arising from sickness, necessary engagements at home, the want of accessible means of instruction, or the poverty or carelessness of their parents. It is only by an actual investigation of each case that an approximation can be made to the discovery of the true causes of absence. Mr. Richson states that inquiry was made into the circumstances of 17,426 families selected from 26 different parts of the borough of Manchester and Salford, and that in those families the total number of children between 3 and 15 years of age was 36,527, but of this number only 1801 were kept at home from sickness and other necessary causes. If this be anything like a fair proportion of the cases which may be termed justifiable or necessary reasons of absence from school, then we should have, out of 30,100, between 3 and 14 years, neither at school nor at work, making due allowance for such justifiable or necessary reasons, 28,616 whom it is desirable to have at school, and who are not attending; but, supposing even we were to admit

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that 3,000 were necessarily detained by domestic engagements or sickness, we should still have the large number of 27,100 children destitute of day school instruction.

315. Can you give the number of children in the municipal borough of Manchester between the ages of three and fourteen who are at work?—A compilation, found in Table No. 4, made from the Census returns, represents this number to be 7,049; such number, of course, is not included in the 30,100 whom I have shown to be neither at school nor at work. Much has been said about the early employment of children in labour as constituting the chief reason why day school instruction in Manchester is not better attended. There seems to be but little foundation for this opinion. There are at work at three years of age, none; at four, 9; at five, 15; at six, 36; at seven, 51; at eight, 98; at nine 107; at ten, 596; at eleven, 1,068; at twelve, 2,054; at thirteen, 2,925; making a total of 7,049. Now it must be evident that there are very few employments in which children can be trusted, or in which they can be useful, under ten years of age; and hence we find, out of the entire population of 45,421, between three and ten, as is to be found in Table No. 6, there are only 406 at work, whilst between those ages, and they constitute, I think, the most important part of the school age, there are not fewer than 23,241, who are neither at school nor at work. It is clear that, without embracing any wider range than this, and taking the proportion in this case of necessary absence, through sickness and other justifiable reasons, according to the data furnished by Mr. Richson in relation to the 17,426 families visited by his agents, and which proportion, in its application to my present purpose, would be 1,146, we would still have the appalling number of 22,096 children between the ages of three and ten, who are not kept from school by work, or other justifiable reasons, and for whose absence some other cause must be assigned.

316. Sir *G. Grey.*] When you speak of children, do you include in this table generally, as far as school attendance is concerned, the children attending the factory schools?—Yes; all children attending schools; factory schools and all kinds of schools.

317. When you spoke of 11,000 children who are employed in Manchester under fifteen, would not a good many of those be attending factory schools?—I should think not.

318. You do not know the number of children employed in factories in Manchester, and thereby by law may attend public school?—About 500.

319. Not more than that?—Not more than that.

320. *Chairman.*] Have you any documentary evidence to give illustrative of the educational and moral condition of any particular districts in Manchester?—I have received through the publications and agents of the Manchester and Salford Town Mission some information which I consider to be worthy of notice. The report of the missionary in (blank) district, as given in the "City Missionary Magazine" for February 1849, contains this passage: "My district comprises 996 houses and 240 cellars. Some of the cellars have from two to three families living in them, and many of the houses from two to three, and some from five to six. I believe the average number of families for every house and cellar is not less than two, which gives a total of 2,472; and, taking five for each family, there will be a population of 12,360 souls. For the moral and religious improvement of this multitude, besides the agency of the Town Mission, we have but one place for the public worship of God, a New-connexion Methodist chapel, with a day and Sunday school attached to it. (The day school has been since closed.) A Sunday and day school belonging to the Presbyterians (both since transferred to another part of the town). A Sunday and day school connected with the Unitarians, and a third day school, not connected with any particular sect; while there are 52 houses licensed for the sale of intoxicating drinks, one theatre, one casino, and no fewer than 22 brothels." In the number of the magazine for February 1850, I find the following extract, furnished from a report of a missionary of another district: "My district contains 1,012 houses. In 900 of these I visit. There are also 57 cellars, making 957 families, besides, as near as I can ascertain, about 250 families who are lodgers, making in all 1,207 families, comprising 6,035 individuals who are brought within the sphere of missionary influence. There are open in the district two places of worship, All Souls' Church, and a preaching-room belonging to the New Connexion Methodists; there are Sunday schools connected with both those places, and an infant

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and day school under the patronage of Dr. Warren, which are beneficial to the neighbourhood. There are also several dame schools, where many of the children are without books; in one of these there were about 40 little ones taught by a poor widow, and not six books in the school." Another missionary states, that out of thirteen young persons who had lived in his district, but who were now transported convicts, ten had never attended any Sabbath school; the other three had been to Sunday schools, and had learned to read. In the number for August 1852, a missionary says:—"In 1849 there were 2,326 children, from three to fourteen years of age, on the district, not attending either day or Sabbath schools. Since then two new schools have been opened, and are in a flourishing state, but there is a numerous class in the vicinity which they do not reach, the terms of admission being too high. The subject was brought before some ladies and gentlemen, who liberally furnished the means to assist worthy parents in the neighbourhood to pay for their children, and in this way provision has been already made for 203, who are in regular attendance on the schools, the majority being from my district. There are parents who pay from one penny to two-pence a-week for a most liberal education, and are most grateful for it, and readily avail themselves of its advantages. In this way I have been able to send all who can appear in decent clothing, and whose circumstances require aid, to one or other of the schools. There is, however, a class below them, for whom nothing can be done in the way of school instruction, unless they can be provided with food and clothing; of this class 90 per cent. are Roman-catholics. Not many of the children sent to school attended before, but they are now amongst the most punctual and orderly of the scholars, and several of their parents have been induced to attend public worship." In the same number, the missionary of another district says:—"At the commencement of this year there were 880 visitable houses in my district, with 916 families living in them. In these families there were 2,567 adults, 509 of whom were attending places of worship. Since then there have been an additional number of houses built, so that the district is larger than it was. There is one church and one chapel in the district, with two Sabbath schools, and one day and evening school. There are 241 drunken men, and 70 drunken women on the district, and 140 parents who cannot read." The November number of 1852 contains this extract:—"The district which I occupy is bounded by —— street and —— street; it comprises 14 streets and 22 courts, which contain 1,465 houses and 122 cellars. Some of the former are occupied by five, and the latter by three families each, the entire number of which is 835, and comprises 4,175 persons; 177 of the above families are Roman-catholics. I have access to 460 families, the majority of whom receive me very kindly. There are only 48 of them at present who attend regularly Protestant places of worship. There are 929 children from three to 14 years of age, 439 of whom are not attending any Sabbath, and 663 not going to any day school. There is no place of worship in the district, and only one school, which is kept by an old man, who himself learnt to read when 70 years of age. The apartment in which he resides is a small back room not too large for one person to sleep in, and yet it serves the purpose of a school and dwelling-place for himself, and also his son and daughter. The average number of his pupils being from 12 to 16, it is painful to witness the effect on their health and spirits produced by the polluted atmosphere which they daily breathe." Another missionary, in the same number, thus speaks of his district:—"My district, which is bounded by ——, forms a triangle, containing 1,125 houses, and 301 cellars; many of these are shops that I cannot visit. There are also a number of Roman-catholics who are opposed to and do not receive the missionary. It would be difficult to give a correct return of the number of families occupying these abodes; and, as is usually found in such cases, ignorance, poverty, and wretchedness prevail among them to a most fearful extent. Within the sphere of my labours, as near as I can ascertain, there are 1,928 children between the ages of three and 14; 640 of them attend day, and 929 go to Sabbath schools, leaving 951 who are not attending any schools. The reason assigned by their parents in most cases is, that 'We cannot raise the school wages.' Scattered through the different streets there are 25 licensed houses for the sale of intoxicating drinks; and it is a matter of deep regret that a fearful amount of drunkenness prevails among both sexes. There is but one place of worship in the district, two Sabbath and two regular day schools; and I have met with five individuals who keep schools

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on a small scale in their own houses." In finishing this department of evidence, I should wish to direct the attention of the Committee to a table which was furnished by Mr. Adshead, relative to a thousand families, visited by 20 agents of the City Mission. I applied to the Town Mission in like manner, and the missionaries visited also a thousand families. I found that there was considerable discrepancy between the two tables furnished by the respective missionaries who had entered upon the investigation. I speedily detected a very considerable amount of fallacy in the table furnished by Mr. Adshead, and I was led from that circumstance to call in question the accuracy of my own table; and therefore I shall not present the table which had been prepared with some care to the Committee, but shall proceed to make some remarks on the fallacies contained in Mr. Adshead's table, and which of course is to be found in the Blue Book of last Session. Mr. Adshead, in reference to his table, says:— "There are important elements brought out in this inquiry relative to a thousand families; first, the number attending Sunday schools, one in four of the population; attending day schools, one in seven; and the number employed one in three, which is almost two in a family." But the table is constructed so as to be of no value, for it estimates the population under six downwards, and above 13 years of age, and makes its total number of persons supposed to be children 3,204, while, in accounting for them, it represents 1,401 to be at home, 600 to be day scholars, and 1,789 to be employed; being together 3,790, or 586 more than the whole number of children belonging to the families, even including under this designation those specified as 13 and upwards. Although we deduct the 586 evidently in excess, according to Mr. Adshead's own showing, the remainder still left in his column of employment, being 1,203, is enormously larger in proportion than according to the census table I think it ought to be. At all events Mr. Adshead's table by no means proves that the extent of employment amongst children in Manchester is the great cause why the day-schools are not better attended, and does not invalidate in the slightest degree the conclusion which I have drawn from census returns, that employment exists to a very small extent between the ages of three and fourteen. With a view of showing this still further, and making it apparent that his table is not to be relied upon in other respects, I would direct the attention of the Committee to Table No. 12, in that series which I have handed in, in which his principles of calculation are applied to the borough of Manchester. It will be seen that the ratio of his return would represent the borough to contain 65,579 children under six years of age, whereas the census states the number to be 45,122. His ratio would give us between six and twelve, 59,930, the census 43,500; his ratio of those thirteen and upwards would make 64,984, the census 12,113; his number employed of children gives a ratio of 56,248, but the census exhibits only 11,375 under fifteen years of age; his ratio of children attending day schools would produce 35,673; but the parents' return is 33,744, and the schoolmasters', 25,704. Mr. Adshead's proportion of children at home under six would give us in the borough, 48,139; but the number returned by the census, even including infants, is 38,144. From six to twelve there are at home, according to Mr. Adshead's ratio, 35,138, but the census specifies 13,162. I submit therefore that the construction of Mr. Adshead's table is altogether wrong.

321. Sir *G. Grey.*] Do you refer to the description of the state of those districts by the missionaries you mentioned just now, with a view to show that there are parts of Manchester where the poverty of the inhabitants has prevented the establishment of schools, and where consequently, in your opinion, some legislative provision is necessary to supply free education to the children?—My object in making the statement was to show the condition of things in particular districts, and to confirm the facts shown by the census table, that there are a very large number of children who are not attending day schools, and that in some respects, according to those extracts, it seems to have been poverty that was the cause assigned by the parents for not sending the children to school.

322. Mr. *Miles.*] You have but one ragged school in Manchester?—But one ragged school.

323. Is it not your opinion, from the evidence you have given, that there might be a great addition to those schools, particularly in the pauperised districts?—I think we need fourteen or fifteen such ragged schools. I wish, lastly, to

to refer to the poor and destitute class of children from whom more especially our paupers and criminals spring, and for whom I consider it the duty and the interest of the community to provide proper instruction and training. A few of this large class have been cared for by the supporters of the Manchester Juvenile Refuge and School of Industry, and the annual reports of this valuable institution show how important it is that such institutions should be multiplied, and how vain it is to hope that this will be done to a requisite extent by mere voluntary contributions and efforts. In the third annual report it is said, "Your Committee cannot but regret that the means placed at their disposal have not permitted them to multiply institutions of this kind in the town of Manchester; but in soliciting subscriptions and donations to the schools already existing, they still cherish the hope that the time is not far distant when, either from public or private sources, the needful funds may be provided for offering the means of reformation and improvement to the whole of that numerous class, which appears to have no hope of preservation from misery and degradation but in the general establishment of such institutions as the Manchester Juvenile Refuge." In the 4th and 5th Annual Report it is stated, "The institution has now been opened five years, and during that time the total number of admissions has been 539, of which 213 have taken place within the last two years. Of the 213 admitted, 166 were unable either to read or write. The financial statement will show that the annual income is not at present equal to the annual expenditure." In the 6th or last Annual Report the following passage occurs: "During the whole of the period since the opening of the institution, relief has been given to 651 children; of those, only 68 had returned to the streets to beg, while a very large proportion had obtained situations directly from the school, and are fulfilling their duties with credit to themselves and satisfaction to their employers. It is still a matter of regret to the committee that institutions of this kind are not multiplied in Manchester; the experience of six years has proved the good they are capable of doing. The cost of maintaining them may seem great, but surely it is nothing when we consider that the results aimed at, and we hope, in many cases, attained, are no less than the rescuing of a large portion of our fellow-creatures from the evils, both temporal and eternal, of ignorance and vice." It was stated at the last annual meeting by the chairman, the Rev. Canon Clifton, that there were 2,000 children in Manchester for whom such institutions as the Juvenile Refuge were required. I think he might, with the greatest propriety, have doubled the number, and said 4,000. Mr. Stephen Neale, late chief constable of the borough of Salford, in a special report which he recently made, on the state of juvenile education and delinquency in that borough, gives in a table 1,111 children, from two to 14 years of age, who belong to and are in the care of parents and guardians being destitute poor persons, who are not able to pay for the education of such children. Now, taking into account the relative proportion of the population of the borough of Salford to that of Manchester, it is not unreasonable to suppose that there are in the latter four times the number of children of the class referred to, as are found in the former. It is to be recollected that the class specified are the lowest of the community, speaking of whom Mr. Neale says, "I know many children who daily wander about the streets in ragged clothes, committing moral, and frequently criminal offences, and thus gradually becoming more depraved and vicious, and who appear literally as outcasts, unknown and uncared for." Considering, then, the circumstances of the larger number of children in Manchester belonging to this class, and the utter improbability that voluntaryism will teach and train them, I conceive that it would be greatly conducive to the safety and the welfare of the community, not less than to the benefit of such children themselves, if some legislative provision were made for the necessities of their case.

324. *Chairman.*] Have you any observations to make upon the quality of the education which is given to a large proportion of the children who are attending the schools?—Improvement of the quality of instruction commonly given is, I think, no less necessary than the employment of means to increase the amount of day school attendance. I have visited a considerable number of inferior private and dame schools, and have found that they were held in small and ill-ventilated rooms, were destitute of books and all suitable apparatus, and that the teachers were quite incompetent to interest and instruct the children under their care. I have visited also various denominational schools, and have

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no hesitation in acknowledging their general adaptation to the purposes of good and efficient instruction; but I must at the same time express my opinion that the voluntary and uninspected schools are not to be compared for life, order, regularity, and continuity of work, and apparent means of successful operation, with the schools that are inspected, and have a good staff of pupil teachers. The reports of Her Majesty's inspectors, however, are decisive on the point of the general inferiority of the quality of instruction received by the general mass of the children of the country. In order to show what is the kind or quality of education given in many of the schools, I have extracted from the last number of the Church of England Quarterly Review, a very short extract, which perhaps I may be permitted to read; I find it stated in an article on Elementary Education, that out of between 16,000 and 17,000 Elementary Children's Schools, only 2,099 have, as yet, come under inspection, and of all other denominational schools existing in the whole country, not more than 606. Since those, however, which have come under inspection, are without doubt, generally speaking, the best schools in the country, whatever deficiency is reported in these, may *à fortiori* be supposed of all the rest. The following facts will be more convincing on the subject of the defective state of our elementary schools, than any detailed observations of individual inspectors. "It appears from a comparison of the reports of all inspectors together, that of 2,405 day schools, this being the whole number of schools of all denominations at present under inspection, while very few are pronounced to be really good, at least 644, that is to say, rather more than one-sixth, are declared to be more or less decidedly defective; and it must be borne in mind, as before observed, that the schools under inspection are the best of the whole number of about 17,000, at present existing in England and Wales." If, then, of the schools under inspection, these being only the smaller number, and the best of the lot be so bad, what must be the quality of education supplied to the majority of that larger number of schools to which the inquiries of the inspectors have not yet been extended?" Now, it is to be borne in mind, that those who endeavour by their systems of averages and calculations on the proportion of scholars to the population to show that the attendance on day schools is almost as large already as we can ever reasonably hope it to be, include under the name of scholars all children attending day schools of any kind, and under the name of education everything that most improperly receives this designation. But if we estimate the comparative worthlessness of a very large amount of the instruction given, according to the opinion of Her Majesty's inspectors, and other competent judges, we must consider the education of the country to be in a very unsatisfactory condition as to quality, no less than as to quantity; and I am led to think that very many thousands of the 32,394 in the borough of Manchester, represented by the parents' return to the registrars to be attending day schools, must be deducted from the number of those who are receiving a useful education.

325. What do you consider to be the causes of absence from day schools?—They are various; the chief of them, however, I imagine, to be poverty, whether arising from scanty earnings or extravagant expenditure on vice, and the carelessness of those who are unable to judge of the value of education. The fees of many denominational schools are low, ranging from 2*d.* or 3*d.* to 5 *d.* or 6*d.*; and if in each family of the humbler classes of society there was only one child to be educated, it might be rightly conjectured that poverty could be no obstacle to attending on the day schools. But when there are two or three, or four to be sent, and where the school fee reaches 4 *d.* or 5 *d.* for those who have gone beyond the elementary class, it is a much more difficult matter to furnish, out of scanty means, the shilling or more that would be required weekly. Hence, only one child is sent at one time; change and irregularity are produced; interruptions prevent proficiency; the attractions of the streets beget an indisposition to go to school at all, and thus a very short time of instruction is obtained by any number of the family. A very large number of widows, who subsist by washing and charing, and sewing, unskilled labourers, cap, brace, and umbrella makers, fustian cutters, and porters in warehouses, who, even when food is cheap, derive from their toil a bare subsistence, are strongly tempted, by unfortunate necessity, to neglect the education of their children. In addition to the poverty connected with unremunerative employment, we have also that which is occasioned by intemperance and vice. We have to deal with the fact, however,

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ever, which exists, whatever may be the sources from which it springs, that this poverty prevents a large multitude of children from receiving day-school instruction. That there are an immense number of persons who are very likely, in consequence of their straitened worldly circumstances, to neglect the education of their children, appears from the fact that there are in Manchester and Salford, according to "Slater's Directory for 1852," 168 pawnbrokers. Now, I have been informed by various individuals engaged in the business, on whose authority I am warranted in relying, that the average number of pledges taken weekly may be reckoned at 700 by each pawnbroker, so that we have 117,600 pledges given in Manchester and Salford during the space of one week. It is true that each pledge does not represent a separate person, for many persons repeatedly pledge during the same week; but still were we even to suppose that each person pledged six different articles or bundles weekly, or one on each business day (I am told that is allowing more than ample), we should still have 19,600 persons accustomed to pledge, in order that a little money may be raised. It must be admitted that these are not all heads of families, that there may be young and old people among them, persons having no children, or having none embraced in the school age. But I am informed that not a tenth of those who pledge belong to the young and unmarried classes, and that another tenth would be a large allowance of the other and older class referred to; for it is chiefly when the wants of a family of children begin to press, that recourse is had to the pawn-shop. Hence, if we deduct two-tenths, or one-fifth from the 19,600 persons whom we have represented to frequent such places every week, we have even yet 15,680 presumed to be parents; and computing the very lowest number which we can take, namely, one child belonging to each family, we have thus 15,680 children whose instruction at the day-school is likely to be disregarded by the parents on account of poverty. A fact which has been stated to me by some of those who are engaged in the trade, is worthy of remark, namely, that in many districts of Manchester and Salford there is not a ticket made out for goods of more value than half-a-crown, and a comparison made by four extensive pawnbrokers of the average amount advanced on each of the pledges taken by them during the year, shows only 3 *s.* Direct payments for food, or anything for which credit can be obtained by those thus pledging, are unusual, are always unpleasant, and are avoided as much as possible, and seldom made for the sake of education or religion.

326. Would you be disposed to furnish free education to the children of those parents who are able to provide it themselves, but whose intemperance or carelessness prevents them from giving it?—Upon the rating system, they would not altogether escape from payment, for the landlord of such houses as they occupy commonly compounds for their taxes, and charges his rent accordingly, and hence they would have to pay in the same manner, according to their rental, their share of the education tax, and knowing that they paid, they would be more likely than they now are to send their children to school; but, even if education could be made entirely free, and if it could be thus extended to the children of the poor, I would be disposed to bestow it gratuitously, irrespective altogether of the conduct of the parents. I cannot agree with the argument advanced by Mr. Baines on this subject, founded on the fact that it is a law of nature that children should suffer for the sins of their parents; for I hold it also to be a law of nature, at least, to those who have compassion and benevolence, that they should do what they can to enlighten the ignorant, reclaim the vicious, and assist the miserable; and it is certainly a law of Christianity to do good to all men as we find opportunity. Mr. Baines ultimately explained himself, by stating that the sufferings arising from the neglect of children by their parents were to be relieved by voluntary assistance, not by State interference. But if voluntaryism is neither disposed nor able to supply the aid that is needed, are the children really to be permitted to grow up in ignorance and crime rather than that we should allow legislative help to be rendered to them? If the parents cannot, or will not, give necessary food to the body of the child, no one will assert that he must be left to die of hunger, but all will admit that he should receive parish relief. I argue, that mental food should be given in like manner when circumstances so require. To contend that the child must be left to suffer for the fault of its parents, or for their poverty, until benevolent voluntaryism goes to his assistance, and when he falls into

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crime that the State is merely to punish him, is to maintain that he may be doomed to degradation for life, and that he ought not to be taught even in the workhouse or the gaol. If it be granted that he may be instructed in the prison, then it would seem that crime in the gaol is to be rewarded with advantages which are to be denied to indigence in the cellar or garret, which violates no law. Besides, it is not merely the child who suffers, according to natural law, on account of the sins of the parents, for society suffers in like manner. Ignorance is the frighful source of many evils; keeps the community in danger, and oppresses it with taxation; and it is, therefore, in my opinion, wiser, cheaper, and better to pay for universal education, than for soldiers and policemen to protect us against crimes, and for the various agencies by which it is punished.

327. In fact, you think that, whatever may be the causes of ignorance, whether poverty or carelessness, it is a matter of duty and sound policy to provide under legislative arrangement for the education of the neglected?—I do.

328. Does your fifth head relate to the imperfection of the existing means of school instruction in Manchester?—Yes.

329. Do you consider the existing means of instruction in Manchester likely to remove the ignorance and want of education of which you have been speaking?—Leaving out of view the kind and amount of instruction given in dame and inferior private schools, which all parties interested in the education question declare to be greatly imperfect, I may be allowed to refer to the present means of instruction in connexion with Sunday-schools and day-schools established by existing denominations. As more reliance will be placed on the census returns than on the calculations of Mr. Adshead and Mr. Baines, I adopt the former, from which it appears that in Manchester, the scholars on the books are 42,389; in Salford, 10,086; total, 52,475. In attendance on 31st March 1851, in Manchester, 31,424; in Salford, 7,081; total, 38,505. Thus presenting us with an attendance of one in rather more than $7\frac{1}{6}$ of the population, being a small increase on the attendance reported in 1834–35 by the Manchester and Salford Statistical Society, which was then one in rather more than eight. It therefore appears that even Sunday-school instruction has not gained much on the population during the last seventeen years.

330. Are the Sunday-schools all free?—All free.

331. What have you to say to the instruction given in Sunday schools?—I do not think that the instruction given in Sunday schools compensates for the want of day-school instruction to any considerable or satisfactory extent. I am not insensible to the social and religious advantages of which Sunday-schools have been productive. I think that they have maintained and increased the religious zeal of a very large number of young persons who have become teachers in them, have formed a kindly bond of union between teachers and scholars belonging to different ranks in society, have tended to promote the peace and improvement of the country, whilst they have imparted extensively a knowledge of the different principles and moral precepts of Christianity. I do not hesitate, however, to express my honest conviction that the importance of Sunday-schools as an an educational agency, has been very much overestimated. The reasons which I would assign for this opinion are the following: First, because Sunday-schools are generally attended by a very considerable proportion of the children of the middle class of people who attend the churches or chapels to which such schools are attached, and whose parents are competent to instruct their own families; and thus the true proportion, namely, that of those who really need instruction and who do not receive it, is lost sight of in the general estimate of the attendance which is composed to some extent of those to whom the Sunday-school affords instruction additional to that which is given at home. In some returns which I have had of Sunday-schools, to the question what proportion of the young people attending are the children of parents who may be considered competent to give religious instruction to their own families, the answer has been somewhat less than a third, or about a third. I find that that the proportion varies according to the nature of the locality, and the extent of the denomination, a respectable neighbourhood furnishing a large number of children who might be taught at home, and the smaller sects sending their children to increase the size of the school. I beg leave to hand in

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in a table showing various matters with regard to the proportion attending, of those whose parents might instruct them at home, and various other matters. Secondly, Sunday-school instruction does not compensate for want of day-school instruction, because the former comprehends almost nothing secular beyond that of teaching a proportion of the children to read, because it is confined to one day in the week, and in very many cases to not more than an hour and a half each Sunday; is connected with much irregularity in very many cases on the part both of teachers and scholars, because however excellent the motives and endeavours of the teachers may be, few of them have learned the art of teaching, or of interesting the young, or have the apparatus or objects necessary to engage attention, because the lower orders of children, undisciplined through the week, and accustomed to the restlessness and rudeness of the streets, do not settle to their lessons in such a manner as to make much improvement; and because those who have not received day-school instruction, have minds too undeveloped and ignorant to comprehend anything more than the simplest elementary truths of religion. I am glad to acknowledge that much good has been done by Sunday-schools, but I must repudiate the idea that they are either as to the extent of their operations, or the kind, or the amount of instruction which they give, an adequate substitute to the working and poorer classes of the people for the training, as well as the teaching to be afforded by day-schools.

332. Have you any objections of a more special nature to make against the existing day-school agencies than those you have stated?—I wish to be permitted to make some remarks on the denominational agencies which have to a large extent superseded all others. While it must be granted, that the denominations have a right to do whatever kind of good they please, I cannot but think that it is not the province of religious associations to interfere with secular teaching. They may just as well establish medical dispensaries or bread shops, as schools for reading, writing, and arithmetic in connexion with their places of worship. Secular things ought in my opinion to be prosecuted by us in our relation to society as subjects or citizens; and religious things in our capacity of members of churches or congregations. If secular objects be undertaken by Christian communities as such, there must be a diminution of the means of extending religious knowledge and influence, which it is the special province of such communities to diffuse. But I have also another general objection to these denominational agencies, which is, that they are virtually enforcing a religious instruction on the people. They have destroyed to a large extent in Manchester the private schools, and in many quarters education can only be obtained in those schools where the secular and the religious are blended in the lessons given. And hence, those who are opposed to Christianity, those who do not wish that the schoolmaster should meddle with doctrinal subjects, or the religious instruction of their children, and those who have not in the locality in which they reside any denominational school harmonizing with the sentiments they entertain, if they would have their children instructed at all, must send them where opinions which they do not agree with are inculcated. Doubtless in some cases if the parents objected to doctrinal instruction, the child might be allowed to withdraw from it, but such a removal commonly brands with a distinctive mark, which it is by no means agreeable to parent or child to receive, and is applicable only where religious instruction is associated with a separate hour and lesson. But if the lesson may be given in this way, it might be communicated to all who are willing to receive it at some other time than that which is considered to be the usual period of secular instruction in the school. Those more especially who advocate the rights of conscience, and the voluntary principle in religion, would thus free themselves from the charge of attempting to force religious opinions on the community by means of the absorbing character of denominational schools. The more special objections which I have to make against this class of schools, are those which may be brought against the educational agencies which belong to the denominations who receive, under the Minutes of Council, grants of the public money, and against those who contend for the efficiency of voluntaryism to educate the country.

333. What are the objections that you have to the voluntary efforts of religious denominations; have you any objection to make to the working of the existing system under the Minutes of Council?—I have to object, first, that whilst

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whilst it is designed chiefly to promote secular instruction, and whilst it has been productive in this respect of great good to the country, it is nevertheless at variance with the rights of conscience and the interests of pure religion. It confounds truth with error; it supports anything which people choose to call religion; it compels the community to pay to the support of doctrines and party operations which they consider to be unscriptural, and hostile to civil as well as religious freedom. Secondly, it gives most assistance to extend education where least it is needed, and least where more is required, granting money to those who can themselves raise a considerable sum, and withholding it altogether from those who are too poor to contribute to educational progress. Thirdly, I think it to be unjust; it refuses to aid mere secular schools, although secular knowledge is essential to the welfare of the country universally, and although taxes are levied on all, not in their religious, but only in their civil capacity. It is subversive of the rights and interests of those denominations that cannot conscientiously receive State support, is driving nonconformists out of the field of education, while it is extending the influence of those who are willing to take all the public money which they can obtain. Thus, for example, the religious denomination to which I belong, numbering 503 congregations, is conscientiously opposed to the endowment of religious opinions by the Government, and has only 77 day schools, and is not disposed to increase them, because whilst thus it cannot accept any State endowment for religious teaching, it cannot without it compete with the denominational schools receiving its support; whereas the Free Church of Scotland, having no such scruples, receives grants of money under the Minutes of Council for the establishment and support of its normal and day schools, having of the former class two, and of the latter, of one kind and another, about 850, with upwards of 100 which receive Government aid, as well as the normal schools. For these and other reasons, I wish to see the introduction of some more impartial and efficient system of national education than that which has been attempted by the Minutes of Council.

334. What are the objections that you have to the voluntary efforts of the religious denominations which are endeavouring to increase the amount of education in the country?—Voluntaryism is entirely free from the objections which have been advanced against the system pursued under the Minutes of Council. But I consider it to be inadequate to meet the educational necessities of the community. I admit that great efforts have been made of late to increase the means and to improve the quality of education to the children of the working and poorer classes, and voluntaryism points to the progress which has been made in this respect as an evidence of its power speedily to overtake the want of day-school instruction which confessedly still exists. I am disinclined, however, to admit the validity of the argument founded on such progress, and the efficiency of voluntaryism to supply the requisite means of day-school instruction, for the following reasons: first, it is not to pure voluntaryism that the country is indebted for the progress which has been made; it has not established a large number of normal schools which have trained efficient teachers, nor many of the common schools which have been erected in destitute localities, nor has it supported the multitude of pupil teachers who have contributed to the success of denominational schools, nor sustained alone the greatest proportion of the influential societies by which education has been promoted; and I am satisfied that it would have contributed and accomplished much less than it has done if it had not been stimulated in very many cases by the prospect of receiving from Government grants of the public money. Secondly, the efforts which have been made by voluntaryism in Manchester and Salford have, in a great measure, been abortive. After the publication of the reports of the Manchester and Salford Statistical Society, showing the great destitution of education among the mass of the people, a considerable amount of public interest was excited, and plans began to be formed for the removal of this evil. In 1837 a great meeting was held in the Theatre, which was addressed by several eminent and influential gentlemen, and preparation was made for the formation of an educational society. A society was subsequently originated, termed "The Manchester Society for Promoting National Education," and commenced its operations by placing two schools, one in Gould-street and the other in Wilmot-street. The Committee of the Privy Council granted 400 *l.* towards the erection of a schoolroom in Gould-street, but after

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after a struggle of six years to carry on their work, the society resigned their tenancy to the trustees of the school, who then obtained a teacher from the Borough-road School, London. Promised subscriptions, however, could not be collected, difficulties increased, and the trustees had finally to give the schoolroom rent free to the master to make what he could on his own account, while they thus declined all future responsibility. The Government appears in this case to be instrumental in furnishing to a private teacher a schoolroom gratuitously. The other school in Wilmot-street was sustained only four years by the society, and then came into the possession of the Chorlton-on-Medlock Lyceum; but, after a fresh effort on its behalf, was finally relinquished, and became, like the other, a private school. In the year 1841 Ellor-street schoolroom was erected by an association of persons of different religious creeds and denominations, the most active of whom was an Independent minister, when 350 *l.* was received from the Government in aid of the building fund. The school, notwithstanding the efforts of efficient teachers and a few zealous friends, declined from want of funds and encouragement, and ere long died. It has been revived in some measure by a private teacher, who, I believe, pays no rent for the premises. The conviction felt by the religious denominations, both before and after the excitement and strife of sects produced by the Factory Education Bill and the Minutes in Council, that earnest endeavours should be made to promote the education of the people, led to the opening of many different schools; but the income of the Church Education Society, as has been shown by evidence already, fell from 800 *l.* to less than 200 *l.*, and it became so involved in debt that it was obliged to withdraw aid from 45 schools, and allowed some of them, I believe, to be closed. Nor have the voluntary schools of other denominations been more permanent. The most wealthy Independent congregation in Manchester abandoned a school in one of the most necessitous districts of the town. Other two congregations which had commenced schools speedily closed them; and another has relinquished its day school, and now only retains a small infant school. The Wesleyan Association likewise made the experiment of establishing day schools, but have completely failed. They have shut up two schoolrooms, and private teachers are in possession of other four, which are in some cases rent free; this being all that is done by the denominations on behalf of voluntary education. The old Wesleyan body tried the day school system; in like manner they have however given up four different schools; two others held on their premises are private schools, and three are under Government inspection and aided by Government grants. The Methodist New Connexion have vacated one schoolroom, and although they have opened another under a chapel recently built, yet they only give their premises rent free to a private teacher, and perhaps the respectability of the neighbourhood may furnish him with such a class of scholars as may render the school self-supporting and permanent. In connexion with another of their places of worship, there is a schoolroom occupied by a private teacher. The Baptists have only attempted to form one congregational school, and it failed, and has been long closed. But, thirdly, I cannot admit the efficiency of the voluntary principle, because the congregations in Manchester which contend for its exclusive operation, do little to convince the public of its disposition or capability to extend education. The ministers who declared against all legislative interference with education, are those belonging to the Independent, Baptist, Wesleyan Association and Primitive Methodist denominations. But in connexion with 16 Independent congregations within the municipal borough of Manchester and Salford, there are only six who have congregational day schools. One of these is in no sense a school for poor children; another is a school for the middle class of children much more than the lower. A third with small fees is found to demand from the congregation an amount of support which they are disinclined any longer to furnish; and the other three, of which one is merely an infant school, have at present no signs of decay, and are somewhat like the schools which need to be established. The Baptists of various kinds have eleven congregations, but not one single congregational day school. The Wesleyan Association have thirteen congregations, but not one congregational day school. The Primitive Methodists have seven congregations, but not one congregational day school. But this is not all, for the very little which has been done for education by pure congregational voluntary

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taryism has been of advantage chiefly to middle-class children. Fourthly, the voluntary schools cannot compete successfully with those which are aided by Government; the teachers have not equal encouragement, and have not the advantage derived from the assistance of pupil teachers. Unless liberal contributions of money be furnished by public collections or subscriptions, they cannot receive the children of the poor, and cannot be of use in giving instruction to those whom it is necessary to provide with it; hence three of the Dissenting Ministers whose congregations have day schools, having no faith in the efficiency and stability of educational voluntaryism, have declared themselves to be in favour of an educational rate, and many others throughout the country are putting their schools into connexion with the British and Foreign School Society. There is a fifth and last circumstance which indisposes me to commit education to mere voluntaryism, and that is, the want of funds to prosecute its objects. Instead of sustaining fifteen or more schools of juvenile refuge and industry in Manchester, it is difficult to procure support for one. The first annual report in 1847 of the one established showed its income, from subscriptions and donations, to be 648 *l.* 8 *s.* 6 *d.*; in 1848, 310 *l.* 11 *s.* 10 *d.*; in 1849, 462 *l.* 17 *s.* 8 *d.*; in 1850, 441 *l.* 3 *s.* 6 *d.*; in 1851, 402 *l.* 4 *s.* 6 *d.*; and in 1852, special effort being made to liquidate debt, 499 *l.* 6 *s.* 11 *d.* Nor do the educational societies of the voluntaries hold out to us any flattering hopes that they will be able to do much for the education of the people. The two societies connected with this party are the Congregational Board of Education and the Voluntary School Association. It seems to be necessary to have every now and then some party agitation, or kind of public excitement, like that produced by the Factory Bill, or the Minutes in Council, to stimulate voluntaryism into some kind of spasmodic action. The Congregational Board of Education, at its annual meeting in May 1846, reported that the sums ascertained to have been actually paid or pledged, and in the course of payment by Congregationalists, towards day-schools since 1843, amounted to 109,286 *l.*, or above 25,000 *l.* a year. But small indeed have been the sums contributed since the excitement of opposition to Government measures has passed away, and I very much fear that if the prospect of the introduction of a national measure of education, demanded so extensively by the people, were to be removed, the voluntary effort which has again been somewhat stimulated would be still further diminished. From the balance-sheet of the Congregational Boarl of Education, presented on the 10th of May 1850, we learn that the gross receipts of the Board for the year preceding, amounted to 1,734 *l.* 14 *s.* 10 *d.*, and its disbursements to 1,441 *l.* 15 *s.* 7 *d.* At the meeting of the Congregational Union then held, the committee of the Union assessed the denomination at the moderate sum of 5,000 *l.* per annum for general educational purposes, and made an almost agonizing appeal on behalf of the Board of Education funds. The following passage is part of the appeal: "Our bane and our feebleness are, that we never all work together; yet there can be no object of equal interest, or demanding united action, at the present time, more than this of general education to our entire community. Our principles, our reputation, our strength, almost even our existence, are involved in it." One would suppose that this would have been more than sufficient to evoke the capabilities of a principle worthy of "unbounded confidence." What was the response, the amount asked for, 5,000 *l.*? No. An advance upon the previous year's subscription? No; but a considerable deficit. We give the result in a speech at a meeting of the Congregational Union in May 1851, a speech in advocacy of the voluntary system, and in condemnation of those who recommend a more certain provision for "the general education of the entire community." "It appeared that 1,500 *l.* had been raised for the Board of Education during the past year; now they had more than 1,500 churches, or, in other words, less than a farthing annually per member. Now he would not ask an extragavant contribution. Let them increase this to a penny per member annually, and this would give them some thousands extra.—Speech of the Rev. John Burder, of Bristol, at the meeting of the Congregational Union, May 1851." There is another organization, the Voluntary School Association to wit, which is established for the express purpose of demonstrating the efficacy of the voluntary principle in education, and to resist the application of any other principle to the general education of the entire community. The Voluntary School Association

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Association held its third anniversary in the London Tavern in May 1851; the salient points of the meeting were the disclosures that the association, during the past year, had raised 1,698 *l.* 19 *s.* 8 *d.*; that it had appropriated about 500 *l.* to schools in the West Indies; that it had, during the year, granted a sum of 84 *l.* to necessitous schools in Great Britain, and that it had one normal school, in which six pupils were receiving instruction. It appears that the receipts of the Congregational Board of Education for the year ending April 1852, including 400 *l.* of loans, were 2,657 *l.* 10 *s.* 11 *d.*, and its payments 2,448 *l.* 1 *s.* 9 *d.* The Voluntary School Association has also, last year, received 2,605 *l.* 11 *s.* 4 *d.*, and expended 1,776 *l.* 13 *s.* 6 *d.* Such small sums of money distributed in trifling amounts over the country are not likely to be of much service to the voluntary educationists of Manchester or any other place. I have thus some special objections to each of the two classes of the educational agencies employed by the religious denominations; but there are also two or three common to both, which I wish now to specify. The first is, that a large number of the denominational schools have not extended education much among the poor, but have merely broken up the schools of the private teachers and cheapened instruction to the middle classes, who need no charitable assistance. The second is, that as almost all the churches and chapels, whose position or circumstances might be expected to induce them to establish day schools, have done so already, and as we have scarcely an instance of a church or a chapel, purely for the sake of education, establishing a second school, but little hope can be entertained that the denominations will do much more for day school instruction than they have done already. And the third is, notwithstanding all the educational efforts which have been put forth by the different sects and parties of the country, and all the sums of money obtained by voluntary contributions, and by grants from Government for educational purposes, attendance on day school instruction has not kept pace with the increase of the population in Manchester and Salford; the attendance being in 1834–35, according to the Manchester and Salford Society's statistical reports, one in ten-and-a-half, and according to the census tables in 1851, one in thirteen-and-a-half. In these circumstances I am unable to agree with those who are satisfied with the progress of the past, and who think that we may safely trust the future to the agencies now in operation. I may be permitted to close this branch of the evidence by a quotation which I find in the work of Mr. Kay, on the social condition and education of the people of England: "Before Prussia began in good earnest to promote the education of the people, it was thought there, as it is in England at the present day, that private charity and voluntary exertion would suffice to supply the country with all the materials of education. In the early part of the 18th century, the Government enunciated in formal edicts, that it was the first duty of a parish to educate its young. For nearly 100 years it trusted to the voluntary principle, and left the work in the hands of generous individuals. The result was, what might have been expected, and what may be observed in England; the supply of the materials of education did not keep pace with the growth of the population. Prussia was little or no better provided with schools in 1815, than it had been in 1715. As to the teachers, they were poor neglected ignorant persons; educated persons would not become teachers of the poor, and the poor were neither able nor willing to pay for the education of teachers for their children. A sufficient number of benevolent individuals could not be found to bear the whole expense of educating the nation; and even in those parishes in which the benevolent part of the rich classes had managed to collect funds sufficient for carrying on such a work for a year or two, it was found that they were unable or unwilling for any length of time to bear such a great and ever increasing burthen." I am persuaded that pure voluntaryism would work precisely in the same way in England, and would be found a century hence as far short as it is at present of the capability of meeting the requirements of the country. The conclusions to which I am brought from the views I take of the subject are, first, that the education of the young is in Manchester in a most unsatisfactory condition; secondly, that the existing means of instruction are, to some extent, unjust to those who cannot receive money from the State to promote religious objects therewith, and that the agencies of voluntaryism, whether alone or aided by Government grants, are inadequate to meet the necessities of the case; and,

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thirdly, that as it is the right and duty of the Legislature to supply the wants of the destitute, and to promote the welfare of the community, legislative action should be taken to extend prudently, and, at the same time, as widely and as rapidly as possible, the education which the circumstances of the nation require.

Veneris, 18° *die Martii*, 1853.

MEMBERS PRESENT.

Mr. Gibson.	Mr. Ker Seymer.
Sir G. Grey.	Mr. Peto.
Mr. Cobden.	Mr. Brotherton.
Mr. Miles.	

THE RIGHT HON. THOMAS MILNER GIBSON, IN THE CHAIR.

The Rev. *William M'Kerrow*, D.D., called in; and further Examined.

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335. *Chairman.*] IT is intended to remedy, by the arrangements of the proposed Manchester and Salford Education Bill, the want which you endeavour to show; and having intimated your objections to the provisions of this Bill, will you state what are the principal grounds of your opposition to it?—I shall only now refer in a general manner to the chief of them. The Manchester and Salford Bill for the promotion of Education is objectionable, first, because it violates the rights and aggrieves the sensibilities of conscience, by proposing to endow, at the public expense, various and contradictory creeds, by demanding the universal support of local and direct taxation on behalf of opinions and forms of worship called religious, which multitudes of those, from whom support will be forcibly taken, consider to be unscriptual and erroneous in their nature, and injurious to the interests of pure and true religion. Whilst it is professedly zeal for the promotion of religion which is willing to patronise everything that bears the name of it, there are many who think that this latitudinarian scheme is much more justly liable to the charge of being irreligious than the secular plan, which does not intermeddle at all with doctrinal teaching. In the latter case the want of religious instruction may be supplied according to the sentiments of those who are willing to give it to those who are willing to receive it; but in the former the community at large is made, under law, the patron and the paymaster of every kind of error and sectarianism. Besides, taxation in accordance with the provisions of the Manchester and Salford Bill, would be found to be a still greater grievance than money grants from the Consolidated Fund; inasmuch as direct payment would, in the judgment of the conscientious objector, assume the form of a church-rate to be refused; and coming within the reach of personal resistance, could not fail, whenever the attempt might be made to levy it, to excite strife and party agitation. Secondly, whilst the Manchester and Salford Bill does not protect, and does not profess to protect, the conscience of the ratepayer, the protection which it does professedly give to conscience against the teaching, by formal expression of creed and catechism, to any child, doctrines which the parent does not wish to be taught, is a mere delusion. It is confessed by the promoters of such Bill, that all children attending schools under its operation will be liable to whatever influence denominational teachers may think fit to exercise over their minds, by the oral communication of special and sectarian opinions. Thirdly, the Manchester and Salford Bill contemplates merely the support of existing schools, and is by far too limited in its scope and design to meet the wants of the classes to whom more especially the means of education must be furnished. It indeed makes provision for the erection of other denominational schools, and, failing

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failing these, of rate-built schools; but its supporters endeavour to show that such schools, and more particularly the latter class of them, are not likely for a very long time, if ever, to be established; and thus its tendency, if not its object, seems to be to foster a few of the largest religious sects, and to compel the community to submit to all the inconvenience of sending their children to schools, in many cases most inconveniently placed, whilst no provision is made for industrial schools for the instruction in them of a poor, neglected, and yet most extensive class of society, who ought to be specially cared for; and neither infant schools nor evening schools would secure the attention which their importance demands. That other schools than those already built, even granting that they were available under the provisions of the Bill, are requisite, appears from the answers which I have received from several town missionaries who are well acquainted with the different localities in which they are accustomed to visit from day to day. One question which I have proposed, and to which I have received answers, is "Do you consider that there is need of a good school in any part of your district, and where do you think it would be an advantage to place one?" The missionary of Queen-street district, Hulme, says, "Yes, there is need of an efficient school, and I think Worcester-street would be a good locality for one." The missionary of Grosvenor-street, Chorlton-upon-Medlock, says, "Yes, Lower Temple-street." The missionary of Chancery-lane, in Higher Ardwick, thinks that "a good day school opened in Chancery-lane Sunday School would be advantageous, there being none except dame schools." The missionary in Devonshire-street, Chorlton-upon-Medlock, says, "a day school with low fees would be an advantage to part of my district, especially to the adjoining district west of Cambridge-street; the large room, 50, Clarendon-street, would be convenient for both districts." The missionary of Livesey-street says, "There is a crying necessity for one in the centre of my district." The missionary in Rochdale-road district says, "A good day school to prepare children for early work at the mill, so as to learn reading, writing, and arithmetic as soon as possible, would be appreciated." And, lastly, the missionary of Red Bank district says, "In my district there are no schools of any kind, but there are five very convenient to it, so that I do not think a day school could be opened to advantage; but I think a ragged school might be opened to very great advantage in the same building in Nelson-street where the ragged school was held previous to its removal." A glance, too, at the maps which are to be found at the end of the Blue Book shows the position and number of schools, and makes it, I think, apparent that schoolrooms are crowded together in particular quarters, and that there are large spaces of the districts in which there is no school accommodation, and which is seen more especially from the calculations of Table 11, to which I now call the inspection of the Committee. That table shows the amount of school accommodation in each registrar's district in the Borough of Manchester, as given in the table prepared by the Manchester and Salford Local Committee, and the number of children above three and under 14 years of age in the said districts. It would appear that there is great irregularity of distribution, according to the scheme of accommodation proposed. For instance, in Ancoats district the accommodation, calculated at eight square feet to a child, would be for 5,297 children; but the number of children above three and under 14 in that district is 12,629. In Hulme district the accommodation is for 5,437; but the number of children above 3 and under 14 in that district is 12,927. An elaborate table, however, has been prepared with regard to this matter, which I shall beg leave now to hand in to the Committee, and the principal points of which only I shall refer to. It will appear from the calculations of that table the total number of children for whom accommodation ought to be made in these districts is 50,650; but that the actual accommodation available for day-school instruction is only for 35,377. In examination on that table, of course I shall explain to the Committee any particular parts of it to which attention may be called, but it is not necessary to occupy time by going just now into details. Fourthly, the Manchester and Salford Bill would inflict great injustice on the community. It would levy a rate from all, but refuse to permit all to participate in the advantages of secular instruction, except on conditions which are repugnant to conscience; should it ever agree to provide schools in destitute localities, it tells us that it would impose the necessity of the daily reading of the authorised version of the Scriptures, and thus would exclude the children of Jews and of Roman-catholics, and of those who approve only of purely secular instruction in day schools,

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supported by national grants or local rates. Fifthly, the Bill would promote and perpetuate that kind of sectarian feeling, which I do not think it to be either the duty or the policy of the Legislature to encourage, and which it is not for the general interest of society to have fostered and extended. It aims to make all instruction denominational, and would, if carried into effect, prevent that kindly intercourse of the young in common schools, which cannot fail to have the tendency to check in future years the growth of party spirit, and to diminish the asperities which but too frequently characterise the contentions of political and religious life. As matters now stand, in many of the denominational schools, little more than the general principles of religion, and the moral precepts of the Scriptures are taught, and thus the children of parents belonging to different sects mingle together, and the prosperity of the schools is promoted; but if each school were converted, according to the design of the Manchester and Salford Bill, into a nursery of the distinctive doctrines of those who adhere to the Established Church, or who are connected with some one or other of the numerous dissenting congregations, all the peculiarities of such denominations would begin to be taught, for the purpose of keeping the young, if possible, in the fold of Episcopacy or Presbyterianism, of Methodism or Independency; and thus, while sectarian interests and jealousies would be promoted by public rate, sectarian power, to trouble civil government with demands which might be inconsistent with justice to all would in all likelihood be increased. Sixthly, the Manchester and Salford Bill is inconsistent with the constitutional freedom which grants local management where local rates are levied. It makes the Committee of Privy Council the preliminary source of all power, and the ultimate court of all appeal, rendering the corporations of the boroughs mere functionaries for the collection of monies, and managers of trifling details, which only receive force when sanctioned by the Committee of Council; instead of allowing the ratepayers full control over their own affairs, by means of their freely chosen municipal representatives, or rather by the election, as in the case of Boards of Guardians for the poor, of special local committees, formed of those whom the ratepayers might consider best qualified to superintend the education of the people. Lastly, the Manchester and Salford Bill, being designed to promote denominational education, could not be worked. It proposes that all children should attend the schools of the respective denominations to which their parents belong, but local residence cannot be regulated by the situations of churches and chapels, and of schools belonging to them. It is determined rather by considerations of health and employment. The working classes, more particularly, must live near to their places of labour, and their denominational chapel may be far from their dwelling house; or, if they be near to it one week, they may be obliged to remove a great distance from it the next. The smaller sects may be found scattered miles away from their place of worship; and although they may contrive to go to it once or twice on Sunday, it is quite impossible that their children could attend any day school connected with it. The Churchman might, perhaps, find a Church school more or less accessible wherever he might reside; but Dissenters, in a very large proportion of cases, would be subjected to very great inconvenience, if any scheme of purely denominational teaching were introduced. And in very many thousands of instances, the special school to which the parent might desire, for the protection of the rights of conscience, to send his child, would not be accessible at all. I would beg leave to hand in a summary of grounds upon which the Executive Committee of the National Public School Association intends to petition Parliament to be heard against the Manchester and Salford Education Bill as it now stands.

336. Now with regard to the National Public School Association, their object is secular instruction; will you explain what you mean by secular instruction?—It has been difficult to find a word or phrase by which to explain clearly and accurately the nature of the system of instruction sought by the members of the National Public School Association to be established in the country. The term "secular" has been chosen as seemingly best fitted to denote those kinds of knowledge, such as reading, writing, arithmetic, history, and geography, which are supposed to be necessary to the management of the intelligent intercourse of of life, in contradistinction to those theological or religious opinions about which sects and denominations differ. It does not oppose, but simply does not embrace any kind of theological or religious belief. It does not interfere with matters of faith, but it includes the teaching of those practical precepts of morality upon which

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which the constitution of society in this country is based; those virtues of reverence to the Divine Being, of truth, justice, kindness, forbearance, temperance, frugality, and such like, about the propriety and necessity of which society is agreed. It does not, however, comprehend the inculcation of the different motives with which religious denominations endeavour to enforce the observance of those virtues or moralities.

337. Are you aware that this restrictive kind of teaching has been called godless and irreligious; do you consider it to be in any way justly liable to that charge?—Certainly not; the charge is untrue if it be meant to insinuate by it that the secular plan proposes to teach opinions opposed to the nature, will, and revelation of God. If it be intended merely to intimate that it does not undertake to propound, explain, and actively and directly inculcate the creeds of sects wherein they differ, then, whilst the accusation is well founded, it is neither wisely nor justly applied, inasmuch as it is wrong to consider everything to be godless and irreligious which is neither used nor designed directly to teach what may be called godliness and religion. Surely the private schools, the British Museum, the London University, the various institutions and employments which exist in society, are not to be stigmatised as godless and irreligious, because doctrinal godliness or religion is not the immediate object of their operations. To say that the secular instruction which developes the minds, increases the knowledge, and promotes the happiness of the creatures of God is godless, is not correct; and indeed were there the slightest weight in the objection thus made, it would follow that there should be nothing done in the world but the reading of Scripture and the prosecution of devotional exercises.

338. Is it your wish, then, to represent secular instruction merely as one part of education about which all may agree, and which is not opposed in any measure to religion?—It is; the advocates of the secular system are falsely accused, when they are represented as being hostile or indifferent to religion. They have among their number ministers and members of Christian churches, who are not inferior to their neighbours in attachment both to the doctrines and practice of Christianity.

339. You do not propose to exclude the religious element from the public schools?—By no means; we desire to cultivate there both the spirit and the practice of religion. The teacher may be no less a Christian, may shew no less of Christian spirit, and may promote no less of Christian morality in connexion with our system, than with that of any of the religious denominations. We propose to exclude merely theological dogmas about which sects disagree, not the morality and piety which they all hold in common. I believe that the good that can be done in the day-schools arises, not from constantly insisting on some controverted point of Trinitarian, or Unitarian, or Roman Catholic, or Protestant belief, but from the reverential manner in which a teacher treats all serious subjects, from the truthfulness, justice, patience, gentleness, kindness, and uniform consistency of his conduct. No one would wish to exclude the religious spirit either from the school, college, or warehouse; but its cultivation, which is desirable everywhere, is not incompatible with the exclusion, at particular places and times, of those doctrinal teachings which, however true and important they may be in the opinion of those who maintain them, are not the subjects of universal agreement. To say that religious men would not become schoolmasters unless they were permitted to teach all the doctrines which they believed, is a libel, I think, on the good sense which never declines to do some good because it cannot do all that is desirable. A multitude of professors in universities and colleges, as well as private teachers, and the whole body of the teachers of common American schools, I am satisfied, show as much of the religious spirit and promote as much of practical religion, as any of that class of denominational teachers who, in their zeal for liberty to talk about the letter of doctrine, are apt to forget its spirit.

340. It has been argued that all education should be founded upon a religious basis; what have you to say to that?—The statement made is one of those vague and general assertions to which commonly no definite idea is attached; it is therefore necessary to consider the meaning of the phrase "religious basis," before the proposition can be either received or denied. The basis, strictly speaking, has always to be laid before the superstructure can be raised upon it. If it be meant, then, that religious or spiritual instruction must be given before any other kind of instruction can or ought to be imparted, then the declaration

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in this sense cannot be admitted, for the first knowledge which a child can possibly receive is that which is communicated by physical objects, and is obtained through the medium of the bodily senses, and it is only thus that the meaning of words is gradually understood. If it be meant that the parent or other person may give the child religious instruction before sending him to school, then I have no objection to this, and consider it to be even most desirable that it should be done. If it be meant that doctrinal instruction should be given somewhere, as well as secular, I cordially admit the truth of the affirmation, and assert that it is heartily assented to, and strongly held by the members in general of the National Public School Association. We do not undervalue the commonly-received religious opinions entertained by ourselves and others, nor the special principles which distinguish one sect from another; on the contrary, we avow the importance and the necessity of the knowledge and influence of revealed truth, and declare that without them, education is not complete and fully beneficial. But we are convinced that whilst a religious spirit may pervade the public schools in harmony with the sentiments of all parties, the distinctive doctrinal teachings of opposing sects ought not to be introduced there, because they would render any national scheme comprehending them inconsistent with the rights of conscience and the claims of universal justice. We propose that society should go together under legislative enactment so far as they are agreed; should give and receive instruction about the truth and usefulness of which there is no dispute, and that whatever religious basis is incompatible with this ground of co-operation, should be laid by other persons than the schoolmaster, or that if he be employed to lay it, or assist in laying it, he should carry on his work at other hours than those allotted to secular instruction.

341. You wish it to be clearly understood that the matter at issue between you and others does not refer to the propriety of founding education on a religious basis, but to the question where and by whom this basis should be laid?—Precisely so. I recognise the right of every one to consider his own basis necessary, but it is not requisite that it should be laid by one person at one particular time. It may be better done by the parent at home than by any other person anywhere else; better done by a Sabbath school teacher than by the master of a day-school; better done in the Bible class of the Minister than in any other place or circumstance. If there were no other individual than the schoolmaster to lay the basis, no other place than the school in which to lay it, and no other time and way of laying it than in connexion with the exercises and hours of secular instruction, I could acknowledge the reasonableness and propriety of the tenacity with which it is contended that the theological education of the young should be conducted in the common school; but believing that such tenacity is not necessary to the maintenance and diffusion of Divine knowledge, but is hindering tens of thousands of children from receiving either secular or religious instruction, I cannot but regret that it should oppose what I consider the just settlement of the education question.

342. May it not be meant by the statement, that all education should be founded on a religious basis, that it is essential to the right education of the young that secular and religious instruction should be blended?—I do not know what may be the different meanings attached by different persons to the phrase, for, as I said before, it is generally used in a very vague and indefinite manner; but if that which has just been mentioned be one of them, then it must follow, that whatever any man considers religion must be given at the same time with secular instruction; that every lesson should exhibit the doctrines which each sect considers to be the essence of religion, and each child must be instructed singly or apart from others, or in connexion only with the sect to which it belongs. But this is impracticable, as well as unnecessary, alike in voluntary schools as in those supported by the State. Besides, to say that the secular and the religious must always be intermixed in education, is to make it imperative on the parent, and Sunday-school teacher, and the Minister of the Gospel, to blend the secular and the religious wherever they endeavour to communicate instruction. For this, however, I think few or none will contend.

343. Is it your object in making this statement to show that doctrinal or religious instruction may with propriety, in the public school and elsewhere, be kept separate and distinct from the communication of secular instruction?—It is; and I would endeavour further to confirm this opinion by the following arguments:—

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arguments:—First, the essential union of the secular and theological in education is not taught either in Scripture or reason. I can nowhere learn from such authorities that lessons in reading, writing, arithmetic, and geography must be interspersed with remarks on theology, or even on ethics; neither can I discover that it is absolutely requisite that any of the doctrines of Christianity should be taught always between the hours of nine and twelve, or two and four o'clock of each day, and in connexion with common secular instruction. Secondly, to maintain that the secular and the religious should never be dissevered in carrying on instruction at a particular time, seems to lead us to the conclusion, that all books which children read should display the union, to which such importance is attached by some; that no work of history, geography, or amusement should be put into the hands of a child unless interspersed with moral and religious reflections. A child, after the lapse of a few months, begins to learn more from books than from the schoolmaster. I cannot, therefore, see why the people, who oppose the separation of the religious from the secular in public schools, should not also insist that all children's books should exhibit the union referred to, and seek to secure it by establishing a censorship of the press. But one book gives secular and another religious instruction, and they are read at different times. I am of opinion that secular instruction may be given at one time by one person, and religious instruction at another time by another person. Thirdly, to insist that secular instruction may not be given without the accompaniment of religious is to limit the sphere of usefulness and narrow immensely the field of human improvement, and is virtually to declare that we should permit no good to be done unless we are allowed to do all that we desire; is to refuse, for example, to communicate any kind of useful knowledge to the millions of people in India, and to promote their social welfare, because they refuse to receive our Christianity along with the secular instruction, the benefit of which they appreciate and are anxious to obtain. Fourthly, to blend the secular and the denominationally religious in the teachings of a school supported by public taxation would be unjust, contrary to the rights of conscience, and injurious to religion. To select and teach the creed of one religious party would be to inflict a wrong on all other parties, which are equally entitled to determine for themselves what is truth; and to endow all religious opinions and modes of worship is, in my opinion, to place truth and the manifold forms of error and superstition on the same footing, and, indeed, to obstruct the former and encourage the latter, and thus to excite the resistance of the conscientious who desire for the propagation of all religious opinions only a fair field and no favour. Fifthly, the union of the secular and specially religious is not considered to be necessary in many of the private schools which are attended by the children of the middle and higher classes, nor in classical schools, which are frequented in perhaps the most important period of life in which education can be received, and where religious zeal does not consider it to be requisite to counteract by doctrinal teaching the errors even of heathen mythology; nor in mechanics' institutions, nor in schools of design, nor in universities. Lastly, the blending of secular and creedal instruction is impracticable in common schools, where children of various denominations meet together. The pupils and teachers must all belong to the same sect where mixed instruction is attempted, otherwise explanations during the course of the lessons given would render necessary for the protection of conscience the frequent or the entire removal of some children, even from the secular advantages to which they are entitled, and thus constant change and disorder would ensue. But if, in order to prevent injustice or confusion, a special time were chosen for the scriptural or religious instruction of those children whose parents were desirous that they should receive it, then the separation is conceded, which constitutes the basis of the plan of the National Public School Association.

344. Whilst you consider this separation right, can you show that any particular advantages would arise in public schools from its adoption?—I think I have shown how it would protect the rights of conscience, and give all scholars the equality of position to which they are entitled, but I am also of opinion that the separate teaching of religion would be much more solemn, efficient, and impressive, than it can be when blended with the common exercises of the school; besides, the accommodation thus afforded to all classes of the public would be much greater and more extensive, than that which can be presented when party theology is taught in connexion with common lessons. There may be Jews,

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Roman-catholics, and Unitarians, who have no schools of their own denominations in the locality in which they reside, and there may be near them a good nonconformist school, to which they would be disposed to send their children, were it not for the inculcation of doctrines to which they object. The nonconformists do not, I believe, commonly teach in their voluntary schools their own views of ecclesiastical polity, but yet their evangelical sentiments, which they always exhibit, are opposed to the convictions of the classes of religionists whom I have mentioned, and hence the sphere of day schools is narrowed, I venture to think, by a practice that is productive of little real good, whilst it is unnecessary.

345. You have acknowledged the importance of doctrinal religious instruction; how do you propose then that it should be given?—The parent is the natural guardian of the child, and has the only natural and legitimate right to instil his religious principles into the mind of his offspring. Religious people will in this respect perform their own parental duty; they may be disposed, however, to call for the assistance of others, to increase the amount, or to improve the quality of the religious instruction which they give to their children, and hence Sabbath school teachers and ministers of religion are in such cases generally employed for this purpose. Little fear need be entertained that the large proportion of persons who attend places of worship will neglect the religious instruction of their children. As to the poor and ignorant classes of the community, I apprehend that the religious zeal which professes so much anxiety as we hear of for their spiritual welfare, would continue under a system of national secular instruction to care as much for them as it does at present. Sunday schools would be open as before, and ministers of religion and Christian people in general, would be as active as ever, and certainly children who had been taught to read, and who had experienced during the week the advantages of day school discipline, would make much greater progress in religious knowledge by the teaching received on Sunday, than is now commonly done, whilst it is evident that all the agencies of Bible and Tract distribution would have a much wider sphere of beneficial operation among the instructed, than among an untaught population.

346. Do you not suppose that if the children of the working and poorer classes receive secular day-school instruction, they would in all probability absent themselves from the doctrinal religious instruction which you say it is most desirable that they should receive?—I cannot suppose that such would be the case, even although scriptural instruction were in no way connected with day schools, any more than I can imagine that places of public worship would cease to be attended because secular instruction is not given in them. The desire of Christian instruction would cause it to be sought, and the feeling that at present brings children to Sunday schools would continue to operate. Pious people, as they now do, would seek out the careless, and in various ways communicate to them scriptural knowledge. In fact, it is not very complimentary to Christianity, to its public teachers and general professors, to argue that unless the schoolmaster be the scriptural instructor of the young they must grow up in ignorance of Divine truth; but the argument is contradicted by the actual state of things. Mr. Adshead in his evidence shows that 99 per cent. of 6,066 persons employed in certain mills were attending, or had attended Sunday schools; and 88 per cent., or 889 scholars out of a thousand taken indiscriminately in 10 day schools, were likewise receiving Sunday school instruction. I have myself obtained from the teacher of boys in the Odd Fellows' secular school in Manchester the following statement: "I have, in accordance with your request, looked over our register book, and I find as the result of my examination that there have been entered in that book, from the period of the opening of the Odd Fellows' Boys' School on the 3d of February 1851 to the present date, 29th of January 1853, the names of 276 pupils. Of that number, 14 entries are imperfect from haste or forgetfulness at the time of entry. This, therefore, leaves 262 entries of the names of pupils who are known to have, or not to have attended Sunday schools at the time of their entry into this school. The number registered as attending Sunday schools is 225; not attending Sunday schools, 37; giving about 86 per cent. of boys attending Sunday schools. Of the remaining 14, the entries relating to whom are imperfect, I think it may be safely assumed that the same proportion would apply. There have also been entered on the register-book of the girls' school, from the opening of the school on the 6th of December

December last to the present date, 29th January 1853, the names of 46 pupils. Of these entries two are imperfect. Of the remaining 44, 24 attend Sunday schools, giving a proportion of nearly 60 per cent. of female pupils to attend Sunday schools." I have received also from the teacher of the girls' school at the Mechanics' Institution the following report: "Number attending Sunday schools at present, 60; having at one time attended, 20; otherwise receiving religious instruction, 5; total 85, out of an attendance of 112, leaving only 27 not attending Sunday school." And she adds, "All, with four exceptions, regularly attending a place of worship." Besides, the large experience of the working of the American system of instruction proves that the exclusion of the doctrinal teaching from the common schools is not prejudicial to the interests of religious instruction, nor to the religious institutions and character of the country. The Rev. Dr. Baird, in his statistical paper, read to the Conference in London of the Evangelical Alliance in 1851, says, "It is estimated that there are now not far from three millions of children, youths, and adults, at Sunday schools in the United States, taught by 300,000 teachers, among whom are to be found many of the best of our young people, and even members of Congress and our State legislature, judges, lawyers, mayors of our cities and other magistrates, and of our honourable women not a few."

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347. You are aware, are you not, that it was stated in evidence before the Committee last Session, that the exclusion of doctrinal teaching from the common schools of America is undermining the influence of religion over the community, and that some of the denominations there have considered it to be their duty to establish schools of their own in which secular and religious instruction may be given together?—I am aware that the statement has been made, but, with the most respectful deference to the authority from which it comes, I cannot attach much importance to it. Mere clerical authority and sectarian practice in matters of this nature do not weigh so much with me as the natural consideration of probabilities or improbabilities, and the opinion of intelligent and unbiassed laymen. The ministers of the different sects are very much disposed to think that true and beneficial religious influence depends almost entirely on the inculcation of their peculiar sentiments, and hence where these are not strongly or directly taught, they are apt to come to the conclusion that the interests of religion must suffer. Besides, the desire of promoting denominational interests may, in America, as well as in this country, lead to the establishment of denominational schools; and it is easy to understand where rivalship exists, how the charge of acting injuriously in reference to the interests of religion may be fastened on the common schools. But I consider it to be most unlikely that any such injury can be done by schools where nothing is taught contrary to revealed religion, and where all the culture gives knowledge to the mind, and morality to the heart and life. All that can be said against them is, that they do not teach positively the different doctrines of theology, which sects imagine to be necessary to the completeness of religious faith, and if on this head it be supposed they are injurious to religion, then, as I have already stated, every institution with which denominational doctrinal teaching is not connected, must also be injurious to religion. If the religious sects, instead of complaining of the common school because it does not do things which it never was designed to do, and which it cannot do in conformity with the rights of conscience, were to supply their own deficiencies, and do their own religious work, there would be no lack of religious knowledge or influence in America. If the influence of the Christian religion be declining in the United States, the fault must, in my opinion, be traced to the carelessness and inactivityof the denominations, and more especially of their ministers, and not to the common schools. But I am not prepared to admit that there is any such decline. The papers presented by the Right honourable Chairman of the Educational Committee last session, and giving the most unqualified testimony by such distinguished authorities as the late Honourable Daniel Webster, the Honourable Edward Everett, the Honourable George Bancroft, the Right Reverend Dr. Eastbourne, Protestant Bishop of Massachusetts, and others, on behalf of the common schools, cannot but neutralise, I think, the statement referred to in the question proposed; and as to the religious condition of the United States of America, notwithstanding the working of that educational system, to which objection has been taken by some persons, I may be allowed to quote the opinions of gentlemen from our own and other countries, who have visited America, and whose sentiments on this subject, I venture

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to say, as resulting from their personal observation and inquiry, are entitled to the greatest consideration. M. De Tocqueville, in his work entitled "Democracy in America," says, "Upon my arrival in the United States, the religious aspect of the country was the first thing that struck my attention. There is no country in the whole world in which the Christian religion maintains a greater influence over the souls of men than in America." Mr. Alexander Mackay, in his "Western World," says, "Who accuses the Americans of being an irreligious people, nay, rather, who can deny to them, as a people, a pre-eminence in religious fervour and devotion? Taking the country as a whole, the religious sentiment is more extensively diffused and more active in its operation in America than in Great Britain." Sir Charles Lyell, in his second visit to the United States, says, "It is acknowledged by the rich that where the free schools have been most improved the people are least addicted to intemperance, are more prudent, have more respect for property and the laws, are more conservative, and are less led away by socialist or revolutionary doctrines. Fortunately the clergy are becoming more and more convinced that where the education of the million has been carried farthest the people are most regular in their attendance on public worship, most zealous in defence of their theological opinions, and most liberal in contributing funds for the support of their pastors and the building of churches." And, lastly, the Earl of Carlisle, who spent some time in the United States, said, in a public lecture delivered by him in Leeds in 1850, "As matters stand at present, indifference in religion cannot be fairly laid to the charge of America. Probably religious extremes are pushed further there than elsewhere; there certainly is a breadth and universality of religious liberty which I do not regard without a certain degree of envy."

348. There was a provision, which you alluded to in a former part of your examination, with regard to certain hours being set apart for religious and doctrinal instruction; do you think that that arrangement would compensate for its not being a necessary part of the education given in these schools?—I am of opinion that it would more than compensate for this want, as I do not attach much importance to the kind of religious instruction frequently given in public schools; and some of those gentlemen who insist on a connexion between the secular and the religious being maintained in such schools, do not seem to think that much good is derived from it, or they are content with very little of its influence. Mr. Baines, in one of the letters which he addressed to Sir Robert Peel, in 1843, speaking of the necessity of moral and religious training, says, "Now this is precisely the kind of training for which Sunday schools are adapted, and they are immeasurably better adapted for it than any day schools with paid masters could be, although they should teach catechism and collects all the day long. The Sunday-school teacher aims not only to instruct but to impress, not only to enlighten but to win." The Rev. Dr. Campbell, at a meeting held in Manchester in September 1852, to commemorate the jubilee of the London Sunday-school Union, is reported by the press to have said, "Believing that God is in everything, making all knowledge holy, he had no fear of secular education; and the Sunday-school teachers must admit that it would take a vast deal of labour off their hands. And although he (Dr. Campbell) was himself a thorough evangelical voluntary in education, he had often said that if it were not for some things, which of course he must not mention here, he would take education on any terms; he would say, Only give us light, give light to the slave, and he will see his fetters and the way to break them. Give me (exclaimed Dr. Campbell) a man who can read and cipher, and who has thought a little, and got some intellectual culture, and I will do something with him; but with brutish stupidity I can do nothing. He made this statement because he held truth dearer than sect or party; he had never in his life met with an instance of any individual who professed to have been convinced, or impressed, or turned to God by day school teaching. But he believed the cause of this was, to a great extent, that the day school did not seek to produce such an effect, and therefore did not do it." The Very Reverend the Dean of Manchester appears, from his evidence, to consider that if the teaching be called religious, it does not matter what the opinions may be that may be inculcated, as he says it is the same religion which is taught in the varied forms under which the various classes of the community will receive it. And the supporters of the Manchester and Salford Education Bill declare they will be satisfied with a security that the Scriptures would be read in the rate-built schools. Now Sunday school teaching would, I think, be

be much more satisfactory than that which would have so little distinctiveness and efficiency connected with it in the day school; and, an arrangement for communicating religious instruction on the separate system by earnest, pious, and duly qualified persons would, in my opinion, be infinitely preferable to any which the schoolmaster would be likely to give in association with the common secular routine of the day school.

349. What guarantee do you suppose can be given, that religious instruction would be attended to in the way in which you speak?—I should be opposed to any legal guarantee being employed to secure religious instruction, for this would at once rouse the conscientious objection of those who deny the right of the Legislature to enforce doctrinal opinion, or endow any or all of the various creeds that exist in society. We never think of requiring a legal guarantee to secure the education of the adult population. By the kind of guarantee which some wish to have, we should literally bribe children to receive creedal instruction by declaring that unless they take it, they shall obtain no secular instruction; and if it be supposed that it is necessary or right to do so, or advantageous to religion to act in this manner, why should we not come to the conclusion that it would be suitable and fitting to connect with public worship, or churches and chapels, some boon which people would appreciate, so that coming to procure it, they might also receive religious instruction? We need no other guarantee that instruction in the doctrines of the sects shall be given to children attending secular schools than that which is furnished by the existence of numberless agencies adapted to impart it, and by the constantly operative desire and effort of religious persons to employ such agencies.

350. You are aware that the education of the country has been, to a large extent, in the hands of the religious denominations, and that to interfere with the modes of instruction to which the country has long been accustomed, would be generally considered to be unjust and injurious?—I think it is to be regretted that the denominations have been aided by Government to obtain the power over general education, which they confessedly possess, and hence the members of the National Public School Association are anxious that this power should not be increased or extended. They are of opinion that, by fostering the peculiarities of the sects, not only will the manifold forms of error be promoted, but the principles of clerical or religious ascendancy inculcated, which the State may find it difficult to counteract. The existence of an evil or of a wrong principle of public action is no reason for its continuance. I am persuaded, that if the secular principle were alone recognised in connexion with rating, many dissenting schools would be able to receive Government aid without any scruple of conscience. Other organisations would spring up in society, which would provide schools in which children of all denominations or of no denomination might meet on common ground; and the public being left to the free action of progressive opinion, would solve, by practical operation, the problem, in what way can national education be promoted, with justice to all, and with advantage to the community in general. But if the necessity of dogmatical religious instruction be recognised in connexion with the ordinary hours and common lessons of the day school, and if no aid be given to schools, except on the condition that some kind of theology be taught in them, then violence will be done to conscience, injustice will be inflicted on multitudes of Her Majesty's subjects, no less loyal to the throne and earnest in the cause of human progress in association with truth and religious influence, than any of those who seem to rely on legal guarantees more than on Christian principle and the love of well-doing; and society will be delivered over to the despotism of those who will allow no good to be done, unless they can force upon the community all the good, as they consider it to be, which they wish at a given time, and in a given place, to accomplish.

351. Are you of opinion that free education would be appreciated, and that it is necessary to the general school attendance of the children of the working and poorer classes?—I am of opinion that it is impossible to draw a right or just line of distinction between those who can pay and those who are unable to provide for the instruction of their children, and that the schools must be free, so that the poor may have no excuse for the neglect of such instruction. I find that in proportion as we diminish the rate of the school fee, we increase the attendance of those whom it is specially desirable that we should bring under the influence of education. This has been shown by the quotations which I have already made from the Manchester and Salford City Missionary Maga-

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zine, in which it is found that a large number of children are now attending school who were not wont to attend anywhere, simply because the fee to them has been reduced to 1*d.*, and that a number of benevolent individuals supply the remaining amount that is required by the terms of the school. The Lancasterian school has been the cheapest and best attended in Manchester, but has declined considerably of late, on account of the attempt made to raise the fee. I have been favoured with a return from the treasurer of George Heriot's Hospital in Edinburgh, with answers to certain questions which I had proposed regarding the day schools which have been established in connexion with that hospital. These questions and answers, as they are brief, perhaps the Committee will allow me to read: "How many children are in Heriot's Hospital? 180. How many district schools have been established in connexion with it? 10; seven juvenile, and three infant. By what number of children are these schools attended; give the number at each school? Heriot's Bridge, 235; Borthwick's Close, 240; Old Assembly Close, 237; Cowgate Port, 294; High School Yards, 288; Brown-square, 230; Rose-street, 363. And the three infant schools: Old Assembly Close, 165; High School Yards, 106; Rose-street, 139; making a total of 2,297, in actual attendance. Is there any appreciation of their advantages by the poor? Yes, by the poorer classes of tradesmen; the legal poor are almost excluded. Are the numbers for each school limited? No, but we endeavour to allow seven square feet for each pupil. Is there any excess of applications for admission above what can be granted? No, but our schools are now full, and we are about to build another. Has there been any diminution of attendance since the period of opening? No. Are the teachers paid by a fixed salary? Yes; head master 147 *l.*, mistress 50 *l.* Is the education free of all charge to the children, and are books provided? Yes, including books and stationery. Does the absence of school fees cause parents to undervalue the benefits afforded by the schools? In a very few instances only. Is there any other inducement than the education itself, to lead to a good attendance? None." The answers are given by John Dick, Esq., treasurer of George Heriot's Hospital. I would now hand in a document obtained from the principal librarian of the Manchester Free Library, which shows not only the defective education of a large proportion of those by whom the library is used, and of many of the burgesses by whom guarantees for the care and due return of the books are given, but also the extent to which its advantages are sought, because freely offered. The American school system, which is free, it is well known, is almost universally appreciated, and its benefits are eagerly accepted by the common people. And lastly, the Sunday school system is a free system, and it would appear that Sunday schools are very largely attended in the country, even although there is no charge made for the instruction given in them. The conclusions, then, to which I come are, first, that the authority of Parliament is necessary to nationalise education. Secondly, that a school rate is justifiable as a measure of self defence; the right to education is the only justification of legal punishment. Thirdly, that a school rate may be advocated on the ground that intellect is common property. An inventor only benefits himself, by contributing much more largely to the benefit of society. Fourthly, the State being equally upheld by all citizens, according to their ability, ought to legislate equally for all, and to spread its shield alike over all. Fifthly, a rate for secular instruction would be available to all, but a rate for religious instruction would shut out all, except the approvers of Church Establishments, and those of other sects, who although calling themselves nonconformists, might be tempted to act inconsistently with their professed principles. Sixthly, if only secular instruction were guaranteed by the State, the religious sects would in self defence, and for the furtherance of their distinctive opinions, make efficient arrangements for the inculcation of their respective creeds; the Sunday schools would rise in character and usefulness, being devoted only to religious instruction. Seventhly, the principle of the National Public School Association meets all these requirements, securing the general intelligence of the community, indirectly aiding the religious spirit, doing no violence to conscience, and allowing, in the adopted schools and elsewhere, ample opportunity for the communication both of general and special religious instruction.

352. Mr. *Peto.*] In answer to question 307, you set the school age at from 3 to 14; is it reasonable to expect among the children of the humbler classes in a great manufacturing town a school attendance of 11 years?—I think it is quite

quite reasonable to expect that, because we find from the returns and from the census tables, with regard to those who are at work, that there is a small proportion of children at work under that time. Under 10 years of age, the table shows there are only 406 at work; and between the periods of 3 and 14 there are only 7,049 in the whole of Manchester represented as being at work. I think it is quite reasonable that we should expect a very large proportion of the whole to be at school between those periods.

353. For how many years do you think it would be reasonable to expect such attendance?—I would not fix on any particular period. I think all children who are not at work ought to be at school, if they are not detained by such necessary causes as sickness.

354. Do you think it reasonable to expect any considerable school attendance of such children after they attain the age of 13, when by the Factory Act they become young persons?—There is a very small number of children who do attend the factories until they reach 13; but I do not consider it likely that in the factory districts many will attend school after 13.

355. Do you think much real progress is made in the education of children under five years of age?—I think very considerable. I have visited frequently infant schools, and I am quite delighted with the intelligence the children display, and the progress they evidently make.

356. For children of the working class in Manchester would you not say that a fair estimate of the school age would be from five to thirteen?—I would not, because I find a large number of children, according to the census returns, at school at three years of age. It is of very great consequence to parents to send their children to infant schools, because thus they are cared for, while at the same time they receive instruction in the schools; and we are anxious therefore to multiply infant schools on that account.

357. You would agree with Mr. Richson, who stated, in answer to Mr. Miles, in the former inquiry, that if all the children could be got to school within those ages it would be very satisfactory?—I would wish all the children between those ages to be in schools, but I consider it much more satisfactory to have them from the age of three attending school.

358. In answer to Question 307 you stated that about 9 ⅓ of the population were under school instruction?—Yes.

359. Then you do not agree with Mr. Bazley, who stated that the proportion of the population under instruction was one in twelve?—The calculation made was 9 ⅓ between the ages of three and fourteen. What Mr. Bazley's was I do not know; I have not seen his computation.

360. Then you do not consider the proportion of one in twelve of the whole population satisfactory?—No.

361. What proportion would you consider satisfactory?—I am not disposed to judge in the education question at all by mere proportions. I think all children between the ages of three and fourteen who are not at work, and who are not detained by sickness, ought to be at school.

362. What proportion of the children not at work in Manchester, and within the school age, might be expected to attend school simultaneously; for the whole, how many?—I think the whole that are not at work and who are not detained by sickness; I should not limit the period at all.

363. Do you think that the improvement of the quality of education requires, or depends upon, the adoption of a national system; are not great and successful efforts for it in progress now; and may not the result be better without a national system?—I do not think it will be better without a national system, because I find that the improvement that has been made in education has depended very much upon the grants which have been given under the Minutes in Council, and the appointment of pupil teachers; and I have endeavoured to form a conscientious comparison between the efficiency of voluntary schools which I have visited, and inspected schools, and I have been constrained to come to the conclusion that the inspected schools are much more efficiently conducted.

364. In answer to Question 326, you infer that you would provide education gratuitously, even for those whose intemperance or carelessness caused the neglect of it; would not this be to attach a bounty to vice and parental neglect; is parish relief afforded to parents who will not feed and clothe their children; are there not means in such cases to compel parents to do their duty?—I think

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that those children who are neglected by their parents, through intemperance or vice, must be provided for by us either in one form or another. If they grow up in ignorance, or vicious habits, they will reach the workhouse or gaol; and I should greatly prefer to pay a rate for the education of children in a school, than to pay for their support in a workhouse or gaol.

365. With regard to the province of Government, is not the education of children primarily the duty of parents; do you see no difference between the education of paupers and criminals, and the education of the working classes generally. With respect to paupers and criminals, is not the State *in loco parentis*; and would you have the State interfere with those who are educating their own children; with those who can, and show themselves unwilling, would it not be better to use persuasion to induce them to do their duty, than to take it out of their hands; if the interest of parents could be awakened, might they not be relied upon to educate their children better than on any national system?—I do not think we propose at all to interfere with the responsibility of the parents; we, on the contrary, furnish them with the means of instructing their children according to the sense of their responsibility; and if they have no interest in the instruction of their children, we imagine that society is bound to protect itself, and would be greatly benefited by bringing those children under instruction; and that we are not to look merely to the circumstances of the parents, but more especially to the condition of society; because if children are not instructed, of course they are growing up and forming vicious habits which are contracted in the streets. But there have been so many questions proposed at one time that I cannot retain them all.

366. You have stated, with regard to Sunday schools, that they have not gained much on the population; has not the population of Manchester greatly increased during the period named?—It has.

367. Have not Sunday schools done more than keep pace with it?—Very little more. Mr. Richson, in one of his tables, shows that the increase has been comparatively little.

368. What is your own impression with regard to compulsory attendance?—In reference to a religious system, of course I must decidedly oppose everything like compulsory attendance. We imagine that if we had free schools, we should influence a very large number of parents to send their children to school, and of course diminish the number of those who are now receiving no instruction. But it might be that still there was a considerable class who could not be influenced even by gratuitous education, and hence we have proposed that a machinery should be employed in each school district to enter into the houses of the poor, and to endeavour to persuade the parents to send their children to school, the instruction being gratuitous. But if after all these there be still a class who would not avail themselves of the advantages thus freely afforded to them (I express now simply my own opinion, because the National Public School Association has expressed no opinion with regard to it), I have no hesitation in saying I should be disposed to employ some species of compulsion. I do not see any right that any individual has to bring up his children to be a nuisance to society.

369. Have you a day school for girls connected with your own chapel?—I have not.

370. Had you one?—I never had one, because I never saw that we could compete with other schools in the neighbourhood, because we could not conscientiously receive grants from Government to instruct children.

371. Is not the non-attendance of children in schools rather from the want of will in the parents than from the want of means, looking at the low rate at which education can be obtained?—In many cases, I doubt not it is the want of will; but in a very large number of cases it is the want of means. I stated in my evidence that there are in Manchester and Salford 168 pawn-shops that receive weekly each about 700 pledges; and I think if the honourable Member will turn to the answer to that question (I have it not before me at present) he will see that I estimate that there are a very large number indeed of children who are likely to be neglected in consequence of the poverty of their parents, whether that poverty may proceed from low wages or vicious habits.

372. *Chairman.*] Is not the factory education system a compulsory system, inasmuch as it makes employment conditional upon school attendance?—It is a compulsory

a compulsory system; the children must attend three hours a day, otherwise they cannot be employed in factories; and the State has already therefore recognised compulsion.

373. Mr. *Peto.*] With regard to the influence of denominational schools, have they acquired any other influence than their benevolence and usefulness has won for them?—I am not aware of any other influence they have acquired.

374. Have you ever heard of any complaint with regard to their enforcing religious instruction?—I have not heard of any complaint with regard to any of the schools enforcing religious instruction.

375. Have you ever heard any complaint with regard to children not being sent, on account of religious instruction not being a condition?—I have not, I think; yet the circumstance of the denominational schools being so well attended does not arise from any particular interest that the people have in procuring religious instruction for their children, but rather because the accommodation is good, the apparatus good, the rooms large and airy, and the teachers commonly efficient.

376. Are there not many educational efforts on the voluntary principle made by Churchmen as well as dissenters?—Yes.

377. And in connexion with Government aid as well as apart from it?— Yes.

378. And is not that education on the voluntary principle which the parents themselves pay for, under the circumstances?—It is voluntary so far as it is paid by the parents, but yet those who have those schools to which the honourable Member is referring do not seem able or willing to support them on the voluntary principle, and therefore all such schools belonging to the Church are becoming more and more under the Minutes of Council, and are receiving year after year additional aid.

379. Why should voluntaryism be expected to be adequate to the education of the people; did it ever profess to do so, or to undertake it?—It apparently professes to be able to undertake it, because I understand that the great objection to the national system is made by those people who are voluntaries, and who say, "We must leave the people alone, and just pursue the system of voluntaryism." Now one reason why I am disposed to argue for a national system is, that as I consider that voluntaryism is not able to undertake the education of the people, it ought not to profess to do it; I think that religious voluntaryism should concern itself entirely with religious things, and that voluntaryism ought no more to undertake the education of the people than it ought to undertake the paving and lighting of the streets.

380. Does it not undervalue all voluntary educational effort that the people ought to educate themselves, and ought only to be helped as far as necessary, and temporarily?—Certainly, if people have the means of educating their own children they ought to do it; but if they neglect their duty, I do not see that that is any reason why we should allow the poor children to suffer for the neglect of the parents; the parent may have no claim on society, but I think the neglected child has a strong claim on society.

381. Why may not school subscriptions be as permanent as those for hospitals and other benevolent institutions; are not these institutions maintained by periodical appeals to the public, according to their exigency?—They are; but hospitals are few and the schools are numerous; and there is always a difficulty in getting subscriptions for hospitals; they involve a great deal of labour and annoyance, and subscriptions can only be had when a few influential gentlemen go about and collect; but it is found, by painful experience, that school subscriptions are always diminishing, that is, after the school has been in existence some time, and if it is necessary to go about a second and third year to procure subscriptions, the money cannot be had.

382. *Chairman.*] In poor districts, where persons of property are not residing, and where schools will be as much wanted as elsewhere, or perhaps more, the difficulty would be the greatest in getting subscriptions?—Most certainly.

383. Mr. *Peto.*] And yet, with all this increase, it appears on the evidence generally before the Committee, that the school accommodation in Manchester is more than adequate, and all that can be required?—I have just handed in a table which endeavours to show that the school accommodation is not adequate. I grant that great efforts have been made to extend school accommodation, but I consider that in Manchester and elsewhere large sums of money can be raised

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for special purposes, to accomplish the erection of a building, but the difficulty is, to come to people year after year to procure small sums.

384. You stated just now, that you personally (I am not at all pledging the National Public School Association) had no objection to compulsory school attendance; under what circumstances, and by what means should coercion be enforced?—I am not prepared to specify the way in which it would be best to secure that attendance; but still, as the honourable Chairman has already referred to, there is compulsory attendance in so far as factory operatives are concerned, because they must attend school otherwise they cannot obtain employment in the factories; and perhaps some provision of that sort might be tried with effect. In Holland it is declared, I believe, that no person who neglects the instruction of his children shall receive any benefit from the parish poor-rate, and that is considered a strong inducement on the part of the parents to send their children to school.

385. Do you think that the country at large is at all prepared for such a compulsory system?—I think that the country is to a large extent prepared, because almost every person with whom I have had any conversation says, if after having made these schools free schools, you cannot induce the children of a certain class to attend, it will be necessary to employ some species of compulsion to get them.

386. *Chairman.*] Is there any reason why greater regard should be had for the education of the children of factory operatives than for the children of other portions of the working classes?—Certainly not.

387. Mr. *Peto.*] Do you not think that a provision by the State for secular education would naturally tend to undervalue, in public estimation, the valuable adjunct of religious education, according to your own system?—I do not; I think that religious feeling would still operate with all Christian parents, the great majority of whom I do not think wish their children to receive religious instruction in day schools at all. They would still attend to the religious instruction of their own families. And the pious feeling which operates so extensively in this country would provide religious instruction for those children whose parents might neglect it.

388. Have you had any opportunity of observing in countries in the North of Europe, where the education is general and secular at the expense of the State, the condition of the population?—I have had no opportunity.

389. You never heard, with regard to Sweden, the effect on her population?—I have heard of the immorality of the people of Sweden, but I am given to understand that the instruction there is the mixed kind; it is not purely secular instruction, but rather religious blended with the secular.

390. *Chairman.*] Has your attention been called to the report of the gover nor of the gaol of Birmingham, where he mentions that the prisoners show a remarkable power of repeating religious sayings, as if they had a great deal of religious instruction impressed upon the memory without having produced any effect on the conduct or the mind?—I have not seen that report.

391. Mr. *Miles.*] Did not this system of National School Association commence as early as 1847?—Yes, in 1847.

392. When the society was first established did it include a great number of members?—It included a very considerable number of members from the very first.

393. Were discussions frequent among them as to the necessity of this system of education?—They were.

394. And from the table you have put in there seems to be a great deficiency, not only in the scholars who attended, but in the accommodation for schools in Manchester?—In the distribution of accommodation there is great deficiency and irregularity.

395. From what you have stated to-day, from the evidence obtained from Christian missionaries in particular parts of the town, it appears there is a great deficiency of accommodation?—There is a great deficiency of accommodation in particular parts of the town.

396. Are not the gentlemen who form the National Public School Association gentlemen of property?—Many of them are.

397. Though the name of the association may have been altered, the principles which you adopted when first the institution was founded are not altered?—The principles have not altered.

398. Did

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398. Did it never strike the gentlemen who are associated together, as this was a new system of instruction you were about to recommend, to start some schools in those districts in which this particular system of education should be inculcated?—That was talked of, but it was not considered that it would be expedient to waste our funds in starting any schools of that kind; and we imagined that we could accomplish much more public good by expending our money in creating public feeling, because the erection of a school or two would have had very little influence on the vast population of children not receiving instruction.

399. If you found that the school established on your plan had so far succeeded that whilst yours was filled to overflowing, from the denominational schools there was a withdrawal, would it not have shown, at any rate as far as that district was concerned, that your system was liked better by the poorer classes than the present denominational system?—We do not mean to put the question on that footing. We do not mean to say that the secular schools would be preferred to the schools in which religious instruction is taught, but we say it is necessary to have an extension of education adequate to the requirements of the vast number of children who are now receiving no instruction; that that can only be accomplished by legislative interference, and that there can be no legislative interference that is compatible with the rights of conscience except the secular system alone be adopted.

400. But, still advocating and impressing on the Legislature to adopt this national system, of course you would wish that the majority of the community should agree in your system, would you not?—We most certainly wish the community to agree with our system.

401. Do you conceive, from what you have heard, that they are or not at present sufficiently inculcated?—I am not satisfied that such is the case, because, although the denominational schools are exceedingly well attended, it is not on account of any religious attachment on the part of the multitude of people who send their children to such schools, but simply because the instruction given in those schools is more efficient, and we find that we can generally carry a public meeting in accordance with the principles of the National Public School Association.

402. Have you made, as the Manchester educationalists have made, a house to house visitation, to inquire whether or not the householders would prefer yours to the system which they bring forward?—The matter has not been put in that way of deciding. We have visited from house to house in the way of procuring signatures to a petition for secular instruction, and have procured 60,000 signatures; but we never put our plan exactly in opposition to the local plan.

403. Are those 60,000 signatures the signatures of heads of families?—Not of heads of families alone.

404. Then it would not be so efficacious as showing the feelings of the heads of families, as a house and house visitation, and getting the ratepayers to sign it?—Perhaps not so efficient as a test of public opinion.

405. There are, at present, two secular schools at Manchester, are there not?—Two secular.

406. The Odd Fellows' School and the Mechanics' Institution?—Yes.

407. When were they founded?—The Odd Fellows' School was founded on 3d February 1851.

408. For how many children?—For as many as they could accommodate; the room is by no means a very large one; it is attended generally by about 110 to 120 children; that is the average.

409. For how many is there accommodation?—Judging from the appearance of the room, I should think the accommodation is not for more than 150 children. I am told the accommodation is for 132.

410. What may the mean attendance be taken at?—From 100 to 110.

411. So that here this purely secular system has been at work since 1851, now for a couple of years, and yet you have not above two-thirds of your accommodation filled, have you?—About two-thirds of the room, I suppose, is filled.

412. If the system were so generally preferred to that of the denominational schools, would it not be inferred that the rooms where this purely secular education was taught would be perfectly filled?—I think that the rate of charge prevents it from being filled by the poorer classes, because the fee is somewhat high.

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413. What is the rate of charge?—Sixpence per week.

414. It does not include the lower classes of the community, but the mechanics and shopmen?—Mechanics and shopmen, and the orphans of the Odd Fellows' Society; they are educated there at the expense of the society.

415. It is partly charitable and partly by contributions of 6 *d.* per week —Yes.

416. Does it not strike you that the religious education given to the children attending this school, would it be given much more satisfactorily at home than it would be to the children of the lower class of society?—I consider it would be much better to educate at home.

417. Do you not conceive, from the class of persons these children come from, that the parents would be able, from leisure and possibly from ability, to educate their children much better religiously than the parents of the lower class of society?—Judging from their standing in society, I should think it very likely they would be better able to educate their children religiously at home. That is one strong reason that I assign for the difference between the secular and the religious. I do not consider that it is necessary to have religious education in day schools, because there are so many parents who can educate their children religiously at home.

418. Do you think that the parents of the lower class of children would be able to educate them religiously at home equally with the parents of those children who attend the Odd Fellows' School?—I do not think they would; but then we have the Sunday schools to educate the children of the lower class of people.

419. How would you be certain they would attend the Sunday schools?—We find them attending now, and there is no reason to suppose, assuming that we had the secular system, that they would withdraw the children from the Sunday schools; on the contrary, I fancy that religious zeal would manifest itself more earnestly, and if there were any indisposition on the part of any portion of parents to send their children to Sunday schools, or to neglect the religious instruction of their families, our missionaries and Sunday-school teachers would visit from house to house, and endeavour to persuade the parents to send their children that religious instruction might be given.

420. Is it not found generally that the great majority of Sunday schools are attended by those children who had previously attended weekly schools?—I think not.

421. Deducting the elder children, do you not think that that is the case?—Certainly day-school instruction has much increased of late; but I am not prepared to answer the question positively. In my own school, there is a very large proportion of children who have not attended day schools at all.

422. What accommodation for children has the Mechanics' Institution got?—It has a much larger accommodation than is occupied; I cannot speak positively.

423. When was it instituted?—1834.

424. Have you yourself attended at all to the working of that school?—I have visited it occasionally.

425. Is not the system there carried on purely secular?—Yes.

426. What is the payment per week there?—The payment is five shillings a quarter.

427. Is that attended likewise by the upper order of the lower class, if such a term may be used?—By the children of the upper class of operatives and shopkeepers.

428. When you have attended that school has the attendance appeared to be good?—The attendance at the times I have visited it seemed to me, although I have not taken the number exactly, to be from 110 to 130. On looking over the books, I find the average attendance for the month of January last was 122.

429. How many children would that school accommodate, giving them each the usual space?—I do not think the school-room where these children are assembled could accommodate conveniently many more than are in it. The interest taken in the institution is so great, and it is so prosperous, that it is intended to erect a new institution, and to have another building which will be suitable to carry out their purpose.

430. Are you speaking of the Mechanics' Institution or the school attached to

to the institution?—I am speaking of the Mechanics' Institution; the room in which the children are taught is within the building.

431. Have you ever heard it affirmed that, although the institution for the mechanics was too small, it was likewise too small for a school?—I have not heard it affirmed that it was too small; but I decidedly think that if they had better accommodation they would be able to fill it.

432. Are there any secular schools within your knowledge in Lancashire, besides these two?—I know of no others in Manchester besides these two.

433. Taking the county of Lancaster, do you know of any that have succeeded, when they were on a similar principle?—I am not aware of any others. I do not know the circumstances of the different towns in Lancashire; I have not had my attention directed to the condition of other towns, so far as the secular system is concerned.

434. Mr. *Cobden.*] Are you aware that Mr. Bazley, who is one of the leading members of your society, has a school connected with his works near Bolton?—Yes.

435. Are you aware that that is carried on upon the secular system?—It is; I had forgotton that circumstance.

436. Mr. *Miles.*] Are you aware at the same time, that the Bible, although not used as a doctrinal book, is used in the school?—It is used in the school precisely in the same way as we propose to introduce the Bible into any of the schools which might be founded in accordance with the principles of the National Public School Association.

437. Then you propose that the Bible should be read in your schools?—We propose to leave that to the school committees; and in those cases in which the people of a district agree to have the Bible read, of course it will be received into the school and used.

438. Then Mr. Bazley's school would not be precisely similar to yours, because there it appears the Bible is read frequently; there it is introduced and becomes a school book?—It is introduced there with his permission. He, as the owner of the school, of course gives his permission to the introduction of the Bible, but in the case of a large scheme, such as that contemplated by the National Public School Association, it would depend on the opinion of the people of the districts whether the Bible should be used or not. The Bible, I suppose, in Mr. Bazley's school, is used simply for the purpose of having a separate or distinct lesson read from it at a particular time; it is not used as a class book.

439. But still Mr. Bazley's school could not be compared, after what you have stated as to the national system of education, to a national school, because there it would depend entirely upon the committee whether the Bible should be introduced at all; in Mr. Bazley's school the Bible is introduced?—Yes.

440. Therefore, in that respect, it would not bear comparison?—It just depends on Mr. Bazley's will whether the Bible shall be used in his school or not, as it would depend on the will of the ratepayers whether the Bible should be used in their schools or not. Mr. Bazley has thought fit to introduce the reading of the Bible at a particular time in his school, and I have no doubt that the ratepayers in the generality of cases would agree to have the Bible in their school.

441. But Mr. Bazley having done so, it not being certain whether the majority of the ratepayers of different districts would do so, is the comparison obvious to your mind of Mr. Bazley's school and the school under the national system of education?—The comparison does not hold good decidedly, because it is an acknowledged fact in Mr. Bazley's school, and in the other it will be a probability.

442. How would you advocate in your secular schools such moral and religious books to be introduced as are introduced by the Irish Educational Board in Ireland?—I should hesitate with regard to the introduction of some of the school-books that I have seen as belonging to the Irish system, because I think they hinge too much on doctrinal points, but still some others are quite unobjectionable; the historical series, for example, and those which refer to moral lessons, I should at once receive.

443. But any which inculcated the doctrines of religion, would you or not object to?—I should be disposed as an individual to object to those which brought out particular doctrines very strongly; still, however, I would not have

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so much objection in those cases in which it was understood there was to be no explanation, because if I permit the Bible to be introduced at all into a school, I must allow the use of it to depend on the discretion of the teacher, and of course he might read some portions of it which would to some be objectionable.

444. Have any poor parents at Manchester ever complained to you of having sent their children out to school, and the children not going to school, actually playing truant?—Yes.

445. Is that very frequently the case?—Yes.

446. Does it not strike you that if, according to your proposition, secular education were carried on for four days and a half or five days a week, and they had to attend another denominational school to get religious instruction the other day or day and a half, and the children played truant so much to one school, that they would not like the double imposition of attending two?—I have no doubt in some cases the children might be inclined to absent themselves from that religious instruction, but I have just as little doubt in others they would avail themselves of it; it would depend on the order and discipline of the family; wherever you have parents who have any influence over their children, I conceive that those children would go to receive their religious instruction just as readily and as gladly as the secular.

447. Are there not a vast number of parents in Manchester who have literally but little control over their children, and that control very often put to bad purposes?—I have no doubt there are a very large number, and in those cases it must be the duty of religious people to take care of those children; and to look after them, and persuade them to come.

448. Then this attendance of a day and a half for religious education must be compulsory in that case, must it not?—No, I should have no compulsion in reference to attendance on religious instruction.

449. From what you have stated, would there not be the greatest difficulty in getting children of this class to attend the day and a half, supposing the secular education was compulsory, for the religious education, supposing that was not compulsory?—There would with a certain class of children exist that difficulty, unquestionably.

450. Taking Manchester, would not that be a considerable class?—Yes, I imagine that would be a considerable class, but still I think that the great object is accomplished in having the children brought to the secular school, and in proportion as they receive instruction in that school, so I think they would be able to receive, and be disposed to receive, additional instruction from all religious exercises.

451. As members of a religious community, should we not be bound in Christian duty to do all we could for such children; to inculcate into their minds at any rate the doctrines of pure and revealed religion?—Most unquestionably; but that I think is to be done by voluntary effort, by that principle which leads us now to exert ourselves on behalf of all classes of persons in bringing them to our Sabbath schools, and in visiting them and distributing tracts, and which would just lead us to do what we could to extend religious influence among them by whatever agencies were deemed to be suitable.

452. But as there would be a considerable number who, from different causes specified by yourself, would not be led to attend these schools, how could we hope that proper religious instruction, the attendance not being compulsory in these schools, would be instilled into the minds of these children?—I do not think, under any system, we can reach the lower class of the people with the religious schools that are now existing; that class of people is not touched. Hence, the secular schools would be in no worse position with regard to those children than the religious schools are at the present time; but as education is extended, I conceive the religious influence would extend. We do not suppose that it is likely in the course of a single year so to impress the public mind with the importance of instruction, as to get all the children to attend, either a secular or religious school, but we imagine that education being progressive would reach the lowest class of children in the course of a comparatively small number of years.

453. But in the case now of the denominational schools, every child who attends them has, what is termed in these denominational schools, a moral and religious education, connected with the secular one, has he not?—He has a moral education in many of the schools, and only a moral education; and that

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the child would have in any school established in connexion and in accordance with the principles of the National Public School Association, because, I believe, it is found that in many of the British schools there is no distinctive theology taught at all. I find, for instance, in the Unitarian school in Manchester, which is recognised as a British school, there is no instruction, so far as I can understand, which would differ in any measure from that which would be allowed in the school in accordance with the principles of the National Public School Association.

454. Is the Bible read there?—The Bible is read there.

455. From what you have stated before it would all depend entirely on the will of the committee whether the Bible was read in this national school or not?—Most unquestionably.

456. Then the religious instruction imparted to the children of Unitarians, from reading the Bible, would be much more than in several of these national schools, where the managers determine not to introduce the Bible?—The Bible is found unquestionably in the Unitarian school, and I must grant at once, it is possible that there might be schools in which, in consequence of the strife of sects in connexion with the secular system, the Bible would not be introduced; but I do not think that any great harm would arise from the exclusion of the Bible in such schools, inasmuch as the religion in them would be supplied by voluntary efforts and existing agencies.

457. Has not the State always made it a rule that moral and religious instruction should be given in any grant that it has made for educational purposes?—It has.

458. Do you conceive, according to the explanation you have given of your proposed system of national education for the community, that it would have so much weight as to alter the disposition of the grants now given by the Committee of Privy Council to the British schools?—We should hope so; that is one object we have in view, to alter the condition of those grants. We consider those grants are given to the support of principles we cannot recognise as founded on the Word of God, in many cases.

459. *Chairman.*] The State in many cases does not confine itself to supporting the Christian religion, inasmuch as under the new Minutes in Council votes may be given to Jewish schools?—Grants may be given.

460. By the word "religion," is not meant the Christian religion?—Not the Christian religion.

461. Any religion?—Any religion; the Jewish religion is a religion now recognised as well as the Christian.

462. You think, as a Christian, it is not desirable that the taxes should be taken to educate people who condemn Christianity altogether?—Most certainly not.

463. Mr. *Miles.*] Has not an attempt been made by the Committee of Privy Council, in giving grants both to persons of the Jewish persuasion and the Roman-catholic persuasion, as much as possible to adopt the principle that those who are taxed have a right to benefit by any general grant of education?—Yes, which I think is a right principle.

464. And it is still upholding the principle that religion should be the basis?—It is upholding the idea that anything which people call religion is the basis; but I do not call many of those things which are inculcated in connexion with the sects religion. They do not accord with my views of what religion is, therefore I object to that altogether.

465. You are totally opposed to the voluntary system of education, conducted on the denominational doctrine supported by the State?—I am not opposed to voluntary instruction in any schools, that is the communication of religion on voluntary principles, but I am opposed to the communication of religious instruction, that is distinctive religious instruction, in schools supported by Government grants. The voluntary system is not liable to the objection I have to the Minutes in Council, or any system which takes Government money for the support of schools in which distinctive theological opinions are taught.

466. And you feel so strongly that the system proposed by the National Public School Association is such, that although you have only given two distinct schools in which that secular education has been entirely carried out, still you are able to recommend it as a national system?—Most decidedly, so far as I consider the principle to be sound and just. It does not prevent the communication

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nication of religious instruction, and as a national system, it provides for the communication of secular instruction; and I cannot conceive of any national system being sanctioned by the people of this country, which does recognise under legislative aid the communication of religious instruction in day schools.

467. At the same time, you say you think that the religious and moral education of the great mass of the community might be left, either to the parents or the different denominational religious bodies to inculcate, at times on which secular education is not going on?—Most decidedly; I think there is enough of religious principle and feeling in the country to supply the religious element.

468. *Chairman.*] There is existing in the country a very large Church Establishment well endowed; are you aware that part of the duties of the minister of that Church consist in instruction of the young in the principles of the Christian religion?—I am aware that were they to fulfil the duties of their office, they would instruct the young.

469. So that there is no deficiency of machinery now in the country existing for the promulgation of Christian instruction?—Most certainly no deficiency.

470. If the existing means were well applied, they would be adequate to supply any deficiency of religious instruction, arising from its not being given in day schools?—I think so.

471. Mr. *Miles.*] You have put in a table, showing "The number of children over 3 and under 10 years of age not at work, and the number of scholars over 10 and under 14 years of age, compared with the available accommodation for a system of day school instruction, to be supported out of the public rates." In that you show in two columns the deficiency and the excess of the accommodation?—In the particular districts.

472. Now that assumes that every child between the age of three and 14 should be at school, does it not?—It does, except that there is an allowance for those children who may be detained by what are considered necessary or justifiable causes; there is a column for "Absent from Sundry Causes," in accordance with Table 6, which I handed in.

473. Do you conceive that out of 53,279 children there would be only 2,629 absent from sundry causes?—I think it is likely enough; the calculation is founded upon the ratio which Mr. Richson showed in the inquiries that he made into the condition of certain families.

474. But the 53,279 children represent the total number of children in Manchester from three to 14 years of age?—They do represent the whole population of children, but minus those represented in the column to the right, "Neither at School nor at Work."

475. Then how many do you deduct from that whom you think, from reasonable causes, may be absent from school?—The column here shows 2,629 according to the calculation founded on Mr. Richson's ratio of families visited under his inspection.

476. Taking the whole number, from physical causes would there not be a larger number of children of that age absent from school?—The number does seem to be a small one, I must confess, but when we consider that sickness is not a continued thing in many cases (a child may be one week ill, or only a few days ill), the number does not seem to me so disproportionate as perhaps at the first glance it might appear to be.

477. Then taking the whole number of children, "absent from sundry causes" in the deduction you make, you state that the total accommodation available to the day school instruction is 35,377, and that there is a deficiency of accommodation, therefore, for 15,273?—Yes, and adding those children who ought to be provided for over 10 and under 14, neither at work nor at school, I think the state of the account stands thus: that the accommodation needed is 58,378, and that the available accommodation is 35,377, leaving a deficiency of 23,001.

478. Then are we to understand that if this National Public School system was generally adopted, that there would be wanted additional accommodation for that number?—There would be wanted additional accommodation for that number.

479. In the previous examination, you stated that you would allow the denominational schools to go on as they are, but that for purely secular schools accommodation must be found for that number?—Most certainly. I mean to say that that deficiency must be supplied; that taking into account, according to

to Mr. Richson's calculation, the accommodation furnished by all the schools, there is only the amount specified in those tables, and that we really have a deficiency to the amount here specified; because a considerable number of the schools, under the head of the accommodation, which he mentions, are dissenting schools, that would not go into any scheme in which religious instruction was communicated by the State, and therefore we deduct a certain proportion, according to the estimate that we have made of the numbers attending those dissenting schools, from the available accommodation, as they would under no circumstances, I believe, go into any scheme in accordance with which religious instruction should be imparted.

480. In the former part of your evidence you have given us some very poor districts, and you stated that there was some want of school accommodation, and at the same time that there are a vast number of poor ragged urchins running about the streets, and that in one district about 90 per cent. of those were Roman-catholics?—Yes.

481. How could they conscientiously come into this system of national education?—As conscientiously as they do in Ireland, because our system is pretty similar to that which exists in Ireland; and if in Ireland the Roman-catholics avail themselves of the system of education furnished there, I see no reason why they should not in Manchester.

482. Is it not notorious that although they did avail themselves of it for some time, they have also ceased to avail themselves of it?—I am not aware of the fact, because the last report that I read of the National Board of Education represents the system as progressing in a most satisfactory manner; but I am aware that the Church of England has never countenanced or supported the national system of education in Ireland.

483. Although a great number of Roman-catholic children still attend, is it not the fact that in the highest possible quarter of the Romish Church that that national education has been reprobated?—I am aware that the Godless colleges, as they have been termed, have been reprobated. I am not aware that there has been any interference as yet with the general system of instruction.

484. Now, in the system of these ragged schools, would you still maintain a purely secular system in educating the children?—The ragged schools would just follow the general rules of the Association; I have no doubt that the Scriptures would be introduced into all those schools, and moral lessons would be given by the teacher to the children attending such schools, but there would be no further interference, and those children would do just as the children in the ragged school in Manchester do now, go to different Sunday schools, and receive what religious instruction their parents chose them to get there.

485. Still in the ragged schools at Manchester the Bible is read?—Yes.

486. I need scarcely ask you whether, with children of that stamp, it is not more necessary that the Bible should be read, than with the children of a higher stamped class?—I should at once concede that they were more likely to be destitute of all religious instruction than the other classes.

487. Mr. *K. Seymer.*] Are we to take it as your opinion that the secular system is the best in itself, or that it is the only system applicable to the circumstances of this country?—The only system applicable to the circumstances of the country; we do not consider that the secular system is the whole of education, but we consider that it furnishes an amount of education which the country can receive in accordance with the national system.

488. You stated towards the close of your examination that you adopted the secular system with a view to avoid doing violence to conscientious scruples?—Yes.

489. How do you get over the scruples of those who object to the secular system?—I cannot understand why there should be any conscientious scruples in such a case. If we were prohibiting religious instruction altogether, and if there were no other place in which religious instruction could be given than the day schools, then I think there would be force in the objection; but we merely say that the circumstances of society are such that religious instruction cannot be given, if we have a national system, in day schools; but we do not interfere with the communication of religious instruction at other times and places. I do not think that any individual has a right to say that he will conscientiously oppose such a system, because he cannot communicate all the religious knowledge which he thinks proper to impart, or considers it desirable to impart at a parti-

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cular time. A person might fancy that it would be beneficial to communicate religious instruction in the British Museum, or to the soldiers in the barrack yard; but then the British Museum and the barrack yard are not places in which religious instruction should be given at all, because the object of the exercise or of the institution in those different places is purely secular; and just so I think it is with regard to the secular school, that it is designed simply for secular instruction, and that no one has a right to complain of injury to conscience because he cannot in these particular circumstances do all that he may consider desirable.

490. Your answer states your views with regard to those conscientious scruples?—Yes.

491. But after all, conscience is not a thing that you can decipher in another person; supposing them to exist, how would you deal with persons who had to contribute towards the support of the schools from which they conscientiously dissented; would you except them from the payment of the rates?—Certainly not; there are many things to which people object to contribute by way of rate, but, nevertheless, they are obliged to submit to the common law with regard to them.

492. Does the religious community, of which you are a member, hold the doctrines of the Church of Scotland with regard to human corruption?—Yes.

493. Holding those doctrines, what importance should you attach to the moral education you have described as taking place in these secular schools?—I should consider that the moral precepts would convey their moral influence. I do not mean to say that we could consistently with the rights of conscience assign in the public schools to children special motives why they should avoid a particular evil, or perform a particular virtue. I imagine that the motive would be furnished elsewhere, and all that we have to do is simply to reprove the sin, or to teach the duty. In the warehouse, for example, a person reproves the servant, but he does not think it necessary to give him a kind of theological harangue as to the motives by which he should avoid sin, or by which he should perform virtue. He takes for granted that his servant, who is in fault, understands the higher motive. Just so in a school.

494. Does it not amount to this, that instruction would go on five days in the week, and that education properly so called, that is, the bringing up of the whole man, and applying those motives which will induce him to act properly, would take place only on the Saturday or the Sunday?—Moral lessons might be given in the school during the regular school hours, but distinctive opinions would not be taught in those school hours day by day. The influence of religious sentiment would pervade the school, and special lessons on morals would be given; it would only be the distinctive opinions of sects that would not be inculcated, and the children would go to their different Sunday schools or places of worship, in order to have the religious principle instilled into their minds, which they approved.

495. Is what you state this, that no Christian motive to action, and no Christian principles, should be inculcated in secular schools?—I think not.

496. No motive arising from the peculiar doctrines of Christianity?—Most certainly no motive arising from the peculiar doctrines of Christianity; but different opinions are formed of what are the true and peculiar doctrines of Christianity. I mean to say we could not introduce into the public schools, motives derived from the atonement of Christ or that class of motives. You can introduce motives arising from the authority of God, and future responsibility, and that class of motives.

497. You stated that the parents, as the natural guardians of the children, would take care that besides attending secular schools, they attended Sunday schools also?—A certain class.

498. That would not apply to those parents, whom you say only sent their children to the denominational schools for the sake of the secular knowledge that is there given?—It certainly would not apply to them.

499. Nor would it apply to those parents who are described as neglecting their children, and letting them roam about the streets of Manchester?—We find, however, a large number of parents allowing their children to roam through the streets of Manchester during the week, who do send their children to receive instruction

instruction on the Sabbath day; the reason why, is the poverty of the parents.

500. You think they cannot afford to pay the small sum which is demanded for the payment of the school?—In many cases I think they cannot; there may be three or four children in a family, and it becomes then a serious matter in a poor family to provide day school instruction.

501. Do you think it arises from any conscientious objection to the religious teaching of the school?—I do not think it does to any extent; although I have heard it said that there are a considerable class in Manchester who object to send their children to denominational schools on account of religious teaching; but they have not come in my way.

502. You have said that the school committee might introduce the reading of the Bible; it is very probable they would introduce the reading of the authorised version?—In some districts there would be a large number of Roman-catholics; and whether it would be the Douay version, we leave that to the school committee to determine.

503. But suppose the school committee introduced in any district the reading of the authorised version where there were Roman-catholics, how would that affect the children of those Roman-catholics?—The Roman-catholic children in all likelihood would object.

504. They would object, but this is a rate supported school, they perhaps having contributed to the rate?—Both versions might be introduced. There would be the authorised version for the children of Protestants, and if the Roman Catholics objected, the Douay version might be introduced in like manner.

505. Or if the authorised version were still maintained, contrary to their feelings, it might lead to an action in a court of law?—Yes.

506. Mr. *Miles.*] Do you say that in any one of these schools you would have two distinct versions of the Scriptures?—Most distinctly, if the rate-payers wished it. I can fancy a district in which there are a very large number of Roman-catholics; the authorised version is introduced into the school for the sake of the Protestant children. If all are to be treated on the principle of justice, there is no reason why the Douay version should not be introduced in like manner for the Roman-catholic children, therefore we should allow both versions to be introduced.

507. Then it would not be an indiscriminate reading of the two versions; the Protestants would be confined to their own version, and the Roman-catholics to theirs?—Yes.

508. Mr. *K. Seymer.*] Are you aware that the state of education in Scotland is very far superior to the state of education in this country?—I think that the state of education in Scotland has been very much over-rated; I think that we have as good education at the common denominational schools, as far as my experience goes, better than they had in Scotland in those days when I was more familiar with it than I am now.

509. Is it not more diffused in Scotland?—Yes.

510. In the rural districts especially?—In the rural districts.

511. Should you not think that we had made great advances if we got so far as they have in Scotland with reference to the education of the great body of the people?—In Scotland they complain exceedingly of a deficiency of education.

512. In the large towns?—And even in the rural parishes.

513. Does not that arise from the unfortunate dispute that has occurred between the churches of Scotland?—It may, to some extent, as the different parties wishing to forward their own interests may be disposed to excite an opinion that there is more deficiency than exists; but, in so far as statistics have been furnished, it does appear that there is very great deficiency in Scotland as well as in England.

514. What is the state of feeling in Scotland with regard to this question of secular education?—I do not fancy that in Scotland they wish to have a purely secular system, and yet I conceive that in the schemes which have been propounded, there is no very great difference between what they wish, and what we desire to have. They wish to have a rate for secular instruction, and they wish also to have religious instruction given in the day schools; but for the

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purpose of protecting the rights of conscience, they wish any Bill that may be introduced with regard to the matter to specify that the rate is to be applied simply for the secular; and they propose that the people shall pay a special fee for the religious part of the instruction.

Veneris, 8° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. M. Gibson.	Mr. Peto.
Mr. Cobden.	Mr. Brotherton.
Mr. Bright.	Mr. Bowyer.
Mr. W. Fox.	

THE RIGHT HON. T. M. GIBSON, IN THE CHAIR.

The Rev. *W. M'Kerrow*, D.D., called in; and further Examined.

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515. *Chairman.*] WILL you state what corrections you have to make in your former evidence?—I wish to be allowed to correct the answer to the question 474, which question was as follows:—"But the 53,279 children referred to represents the total number of children in Manchester from three to 14 years of age?" The answer which I wish to put on record is as follows:—That the children over three and under 14 years of age, according to Table 1st, are 69,543; that scholars over 14 and under 15 years, according to Table No. 3, are 869; the total number needing accommodation being 70,412. There are children at work over 10 and under 14 years of age, according to Table No. 4, 6,643; under 10 years, 406; absent from sundry causes, according to the table of accommodation presented, 2,629; at superior schools, 2,900; altogether, 12,578; so that the absolute accommodation needed is 57,834; but the accommodation available is only 35,377, leaving a deficiency of 22,457.

516. Would you consider it to be a fair representation of the National Public School Association to say that it proposes to teach natural theology to the exclusion of Christian doctrine?—Such a representation is a very unfair one, I think. We have never proposed to introduce any system of theology, whether natural or revealed. We have specified certain moral principles, which may be considered to belong to either, or to be common to both, and about the teaching of which we think there can be no dispute; but we have never placed such principles in opposition to Christianity, for, in fact, they are part and parcel of its moral code; neither have we ever represented these moralities to be all the religion which it is necessary to impart to the young. We have simply specified them as important elements of truth which it would offend no conscience to have taught in a public school, and which there might be most advantageously communicated. Surely "Paley's Natural Theology," for example, might be anywhere introduced, or lessons in accordance with its principles might be given, without the supposition being entertained that Christianity was either rejected or opposed.

517. Is it your opinion that absolutely free schools are necessary in order to bring education within the reach of the poorest classes?—Such is my decided conviction. I do not consider, because it can be shown that a large sum of money is raised by the school pence of the children, that there is, therefore, no need of gratuitous instruction. It would be equally sound reasoning to argue, that because a large multitude of persons can provide themselves with the comforts of life, there are no persons who need parish relief. I see no hope for the education of the neglected masses of poor whom we find in our city, and whom it is our chief object to supply with education, unless we provide them with free schools. Any system which comes short of this, I think, does not meet the necessities of the case, and I consider it to be wrong to tax the community merely to lessen the burden of those who could pay for the education of their own children; and the wrong becomes the greater when any system is attempted to be introduced, interfering with conscience, which prevents the multitudes from availing themselves of the advantage which that system may afford; for I hold it to be a right principle that those who are taxed should have an opportunity of availing themselves of the benefit derived from the system of taxation.

I find,

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I find, moreover, in America, where there is certainly much less poverty than is to be found in England, the system of free schools is becoming more and more popular. Perhaps the Committee would allow meto read a very short passage which I find in the last number of the "Westminster Review." The article is entitled "Educational Institutions in the United States," and professes to be a review of a work by Dr. P. A. Siljiström. The work itself is not yet given to the public, but the writer of the article in the Review has had the opportunity of consulting the sheets of the work as passing through the press; I therefore can only give the authority of the Review, not of the work itself. "The teachers' salaries are sometimes helped out by school fees. The average amount paid in fees is less than two-thirds of a dollar a head per year; a trifling sum where wages are so high In some districts, however, the schools are free, while in those that have fees certain children are exempted, so that the actual sum per head of those that do pay is something larger. Small as these fees are, they are found to obstruct the progress of education, to shorten the school period during the year, and to have a bad influence on the teachers. The system of free schools is decidedly gaining ground. In 1845, as we learn from the report of the superintendent of common schools of the State of New York for 1849, eleven cities and towns had legally established free schools representing a fifth of the whole State population; if to these we add others which have voluntarily adopted them, we may state the free school system as having obtained the sanction of a fourth of the population. It is the opinion of Mr. Morgan that the majority of the ratepayers would prefer having the schools supported entirely by taxation. No doubt this is the prevailing feeling throughout the union. In the eastern states the schools are nearly free, often absolutely so. In Indiana, the people, called upon for their opinion on the same subject, declared by a great majority in favour of free schools. Wisconsin at once established them. 'Even in South Carolina,' says the New York superintendent, the 'schools are free to the free.' He adds, 'I believe it is true that in every state, county, town, or village where the question has been submitted to the decision of the people, they have been found in favour of the free system.'"

518. Will you state, as briefly as you can, the nature of the influence which you consider the instruction which might be given in accordance with the principles of your association would have over the religious education of the young? —I have already said that mere secular instruction would widen the sphere of the operation of all religious agencies, and greatly increase their efficiency. But our scheme goes much further in the religious education: first, it affords the schoolmaster every opportunity which may seem to him to be suitable to inculcate the moralities or practical religion of the Bible, in connexion with any lesson in which he may be engaged. Secondly, it permits the daily reading of the Scriptures in the schools, in accordance with the agreement which may be come to by school committees, to whom the selection of all books would be entrusted. Thirdly, it proposes that the schools shall be closed once or twice a week, so that ministers of religion, or others authorised by religious denominations, may give the more special teaching which parents may wish their children to receive. Fourthly, it would admit denominational schools to rate support, provided they gave secular instruction and such kinds of religious instruction as have been specified, and would leave them at present at liberty to give whatever distinctive doctrinal teaching the parents of children might be desirous to have communicated at other hours than those of the regular school-hours, whether at the commencement or close of the day's instructions, or at any other agreed-upon period. The sum of the argument on the subject seems to me to be this: First, that the National Public School Association excludes from rate-supported schools merely the distinctive kind of religion which separates between Roman-catholics and Protestants, Trinitarians and Unitarians, Jews and Christians; but allows all the practical religion, with which society organised by law has to do, to be inculcated therein. Secondly, that it recognises the right of every man to his distinctive religious opinions, and affords him every reasonable opportunity to inculcate and propagate them at his own expense, and by his own labour. Thirdly, that those who insist on their distinctive opinions being taught during the school-hours, dishonour true religion and injure their fellow men, by oppressing the consciences of those who cannot consent to endow what they deem to be error. And, fourthly, that as the principles of the National Public School Association are similar to those which

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are acknowledged to be just and beneficial in Ireland and in Upper Canada, there can be no equitable reason why any system contrary to them should be forced on the English people.

519. Does the plan of the National Public School Association contemplate, as part of its scheme, that such religious instruction as that which has been described shall be given by the schoolmaster?—The plan of the National Public School Association comprehends two classes of schools; first, the rate-built schools, in which those moralities or doctrinal parts of religion which have been referred to may be inculcated by the schoolmaster, whenever he considers that a suitable opportunity presents itself. In such schools, also, the Scriptures may be read according to agreement by the school committees, but no distinctive doctrinal religion must be given in them. The second class of schools are the denominational schools, in which secular instruction as previously defined is to be given during certain hours; but the denominations may continue to have the management of their own schools, and at other hours than those devoted to secular instruction may give whatever religious instruction they think proper, according to the mode of comprehension exhibited in the proposed Bill of the National Public School Association.

520. Is such instruction left dependent upon the accidental and entirely voluntary exertions of clergymen, ministers of religion, or other persons taking an interest in the religious welfare of the community?—According to the answer previously given, such instruction is not accidental and dependent, but may be given by the schoolmaster. Other instruction of a doctrinal or distinctive nature may be given by clergymen and ministers and other persons taking an interest in the religious welfare of the community at other hours. Nothing sectarian is to be taught during specified times in the denominational schools rented from their managers merely for secular purposes, but of course these managers may afterwards do what they please in their own premises. It seems to me that a great deal of fear that religious instruction, unless enforced by positive enactment, would not be given, is very unnecessarily entertained. The plan of our association provides for as much of religious instruction of a general and practical nature as is commonly given in day-schools; and if the sects consider their distinctive dogmas to be particularly important, it may reasonably be expected that arrangements to teach them will be easily made. I do not see why every denomination should not have a religious school, as well as a place of religious worship. A schoolmaster teaching religion alone would be far more useful than one who has to teach everything.

John Watts, PH. D., called in; and Examined.

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521. WHAT opportunities have you had of acquiring a knowledge upon the subject of education?—My earliest opportunity was as student in a mechanics' institution, where I was officially engaged from the age of 13 up to between 20 and 21, and, consequently, had an opportunity of seeing a very large portion of the working classes there; and since that time, I have been for some years engaged in education myself. I have had very extensive connexions with trades and other societies supported by working men, more or less, throughout the Northern and Midland counties of England, and to some extent throughout Scotland also; so that I know the habits and feelings of the working classes very intimately.

522. Have you ever yourself been a school teacher?—Yes, for about four or five years I was a day school teacher.

523. Have you been connected with the National Public School Association?—I was for about three years a member of the executive committee, and I have been engaged for two years as an agent for that association, and I am now again a member of the executive committee, and have been in active connexion with it almost ever since its establishment.

524. What was it first drew your attention to the subject of national education?—During my connexion with the mechanics' institution, to which I have referred, a course of lectures by James Simpson, Advocate of Edinburgh, first drew my attention to the subject, and that was followed up by public meetings attended by him and Mr. Wyse, the then member for Waterford, now, I believe, Her Majesty's Ambassador at the Court of Greece. That would be about the year 1834.

525. What observations have you been enabled to make, as to the deficiency of

of education among the working classes?—In connexion with the mechanics' institution, I found, while engaged there as librarian, that the members came and went, the average stay of a member being not more than nine months. I found from the classes of books read, that they indicated but small general intelligence, and from the attendance at the classes of that institution, their irregularity and inefficiency, it then appeared to me, and has done so the more I have become acquainted with mechanics' institutions, that the absence of primary education lies at the root of the failure of so many of these institutions. Upon this point I shall, a little further on, submit to the Committee some evidence. I have also noticed amongst working men generally, that their writing is extremely bad, and in very many cases I have been called upon by the working men of my acquaintance to do their correspondence for them.

526. You undertook an inquiry some time since on behalf of the National Public School Association, did you not?—I did.

527. With reference to the statements made by Mr. Baines before the Committee, that there was at this time a considerable amount of education, and that four years and a half average instruction would be found now to be going on for all the children of the working classes; did you make an inquiry in reference to those statements, and can you state to us the result of that inquiry?—I believe the tendency of Mr. Baines's evidence before this Committee last session was to the effect just stated. Such was not the impression of the executive of the National Public School Association; and, in order to test the accuracy of Mr. Baines's views, I drew up a schedule, which I now beg to hand in, and which comprises a great many heads. The object of it was to get more exact information than has ever yet been attained, and the result of that information is embodied in a report which I have handed in, and from which, if I am allowed, I will read a few passages. I shall not feel it necessary to trouble you with the whole, as I dare say it will be included in the Appendix to the Report of the Honourable Committee. At the foot of page 1 of that statistical inquiry, it will be found that the children between three and four and 14 years of age, belonging to the families in St. Michael's ward, were 8,644. On the second page, under Table 1, is shown that, of that number, 5,498, or little more than one-half of the children at the school age, had been to school for various periods. I feel it necessary here to remark that the sentence which I have just uttered requires to be understood literally. These children had been to school, but many of them were not then at school, when the inquiry was made. Having got a tabular result, I then made some calculations in accordance with the system of average instruction commonly pursued by the advocates of the voluntary system; and if you will allow me, I will read the result in connexion with Table 2. "To spread the instruction of 8,644 children over ten years and a half, so as to give five years and a quarter of instruction to each child, the schedule ought to exhibit 411 in each of its spaces or years; but the scholars fall below this number in the sixth year, showing that the amount of instruction obtained by the great majority is very meagre indeed. It appears from Table 2 that only 1,074, or less than one-fifth of those who have at any time gone to school, have got more than five years' instruction, and that only 201, or about 1-27th of the whole, have got more than eight years' instruction each, and are found in the three last spaces of the table, whilst 3,134 have got less than three years' instruction each, as shown in the three first spaces, and 3¼ times the average number are found in the first year. To make the delusive character of educational statistics based upon averages more apparent, I have thought it desirable to compare the results arrived at by that method of reasoning with the actual facts as here exhibited. Thus if we multiply the number of scholars in each compartment of Table 2 by the number of years attached to it, reckoning the first year as six months, the second as 1½, the third as 2½ years, and so on, then add the whole together, and divide the product by the whole number of scholars, the quotient will give 2·02 years as the average period of instruction to each child; but as our Table represents education in progress from nothing up to 10½ years, in order to reduce it to the rule of averages we must double the quotient, and then we shall get about 4·04 years of instruction per scholar. But this average to be just would require that the pupils should be equally spread over the whole 10½ years, and we completely overlook the fact that 3¼ times the average number are in their first year, whilst more than one-third of the whole have yet to commence; and if we strike off all the attendances above the fifth year, and repeat our process with the remainder, we shall get as a

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quotient 4⅓ years' instruction for each child who goes to school. If we add to our divisor the 3,146 absentees, and again repeat the process, it would give nearly two and a half years of instruction per child for all the children at the school age as the conclusion drawn upon the average system; but such reasoning would blind us to the fact that a very considerable proportion of the children get no school instruction at all, and that the long attendance of the few is used as a set-off for the deficiency of the many. The number of children between 13 and 14 years of age, as shown in Table 1, is 973, of whom 289, or nearly one-third of the whole, have never been to a day school. Thus we have conclusive evidence of the defectiveness of our educational arrangements, for we find rather more than one-third of all the children between 3 and 14 years of age who have not begun to go to school, and our examination of the children between 13 and 14 years of age, who are just passing out of the school age, shows still nearly one-third who have not received any day-school instruction; 770, or more than three-fourths of the whole of these children, have never been to an evening school, and 187 have never been to a Sunday school; whilst 100, or more than one-tenth of the whole, have never been to any school. This startling fact is shown in Table 3. In order to get an exact idea of the amount of instruction per child which is attained, I have gone carefully over the whole returns, and have picked out every individual case of pupils between 13 and 14 years of age; and wherever there are more than one scholar in a family I have invariably assumed the longest period of school attendance to belong to the oldest pupil, unless some distinctive mark has shown the contrary to be he fact. These marks occur only in about one case in 10, and the remaining $\frac{9}{10}$ have therefore, in all probability, credit for more instruction than they have received. The result is exhibited in Table 4, which I beg to read:

EDUCATIONAL RETURN of Children between 13 and 14 Years of Age.

Have never been to school	289
Less than 1 year	32
„ 2 years	53
„ 3 „	70
„ 4 „	93
„ 5 „	99
„ 6 „	85
„ 7 „	76
„ 8 „	73
„ 9 „	51
„ 10 „	33
10 years and upwards	19
TOTAL	973

I would also refer for a moment to page 3 of the Report, which will exhibit in Table 6 the ages of those children who have never gone to a day school, showing that they are not really, as might be anticipated from the arguments of those who advocate the voluntary system, the youngest children. In page 3 I have written, "In order to learn what proportion of those who have never attended school are of the youngest children, and may be expected to be hereafter absorbed into schools, I have examined every individual case, always assuming where some children in the same family have and others have not attended school, that the youngest children are the absentees, and the result is presented in Table 6." If the Honourable Committee will look to Table 6, they will find that the numbers very sensibly decrease year by year up to 12 years of age, and that then there is a sudden leap in the 13th year, from 139 up to 288. This is to be accounted for by "the assumption above alluded to, which by throwing a number of children into the earlier, who ought to appear in the later years, will probably account for the disparity of numbers in the higher, as compared with the highest year." The Table I am referring to will be found in page 3 of the Statistical Report. The schedule was not specially prepared to give an exact account of the ages of the children who have never gone to school, and, consequently, I assumed in every case, where there was more than one scholar in a family, that the youngest were the absentees, and this throws too large a number into the earlier years. The schedule does give an exact account of the children between 13 and 14 years of age. It was specially prepared for that, in order to test the results of our present

present educational arrangements, and that accounts for the discrepancy between the 12th and 13th year. "I have also gone over the whole of the schedules to ascertain in how many cases the whole of the children in a family have never been to school, and I find that there are 1,221 families, or more than one third of the whole 3,520 families having children at the school age, where none of the children have been to a day school, and it is an interesting fact, that 303 of these families, or one-fourth of the whole, have availed themselves of the free instruction of the Sunday schools; a proof to me that, if day schools were free, the attendance would be much increased, for these 303 cases, in all probability, comprise nearly one half of the day school absentees who are above seven years of age." I wish also to refer to page 5 of this Report, and to Table 15. In this part of the Report an account is given of the children who are now scholars, as well as of those who have been for some time at school. The importance of this matter was only suggested to me after the first portion of this Report was completed, and Table 15 shows that out of a total of 3,517 children, 1,012 had never been to school; while 2,507 have been for some time at school, and of that number 1,460 only were scholars at the time this Report was taken. All these children are within the school age, over three and under 14 years. Page 7 of this Report gives the summary of the whole, in Table 26. I need not trouble the Honourable Committee with the table; but I beg to read the remarks at the foot: "Thus one in every three and five-ninths of our children are growing up and passing into the world without any day-school instruction to fit them for the duties expected of them; and nearly one-half of those who do go to school vary from the least possible amount of instruction up to five years each; and nearly one in 11 of the whole get no school instruction at all. Is it wonderful that our population is drunken and debased? And if evil communications corrupt good manners, must we not expect a portion even of the partially instructed to fall?" I beg to hand in the Report from which I have quoted, and which extends over two wards of the borough of Manchester. I have some confirmatory evidence of the truth of that Report in another, which was taken as far back as November 1847, for the National Public School Association, by one of the executive committee. It is a Report referring to a district in Salford, where the total number of children between 3 and 13 years of age are 709. Of these children there are at school out of the district in which they live, 134; in the district in which they live, 27; at no school at all, 548. This Report comprises the larger portion of Blackfriars ward, in Salford. Confirmatory also of the truth of these Reports, as proving educational destitution, I beg to refer to a little publication called the "Constitutional," the number for April the 1st of the present year. It refers to March 1852, and shows that there were about 12,000 children in the Manchester Union, averaging about 4,000 at one time between the ages of 3 and 16, receiving out-door relief. And this matter has so forcibly impressed the Board of Guardians of Manchester, that they have for some time past stopped the pecuniary relief for these children in one district in Manchester, and in place of it have opened a room where they give them food and some kind of instruction through the week. The Honourable Committee will, of course, believe that the children will be better cared for than if they were about the streets; and it is an interesting fact also that the Board of Guardians make a pecuniary gain by the experiment. I have here a note from the Clerk to the Board of Guardians, in reply to some questions which I sent him a few days ago. The note is dated April the 5th, and reads as follows: "In reply to your letter of to-day, I beg to inform you that there are this day 92 children in our out-door pauper schools; that the average weekly cost (for food) of each child does not exceed 9 *d.*—say 9 *d.*: that the retiring Board of Guardians is unanimous as to the desirableness of the extension of such a system of education for the children of poor chargeable with rates, and that legal difficulties alone permit its extension in Manchester." In further confirmation of the facts given in these Reports, I beg to quote from an inquiry undertaken by the promoters of the Pendleton Mechanics' Institution in 1850, prior to the establishment of that institution, the object of the inquiry being to learn whether further educational institutions were necessary. This report was prepared by James Hampson and another person. It says, "That about the time of the establishment of the Pendleton Mechanics' Institution, I, with another person, made an inquiry from house to house amongst the operative class in Pendleton and its vicinity, with a view of arriving at an accurate conclusion of the necessity for

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educational effort. The inquiry had reference to the condition of persons of 13 years of age and upwards. The result was, that in the township of Charlestown there were found 1,630 persons of 13 years of age and upwards, of whom 299 could not read, 671 could read imperfectly, that is, they could tell the letters of the alphabet, spell short words, and 660 could read well. Of the same number, 783 could not write at all, 480 wrote badly, and 567 wrote well. In Brindle Heath there were 308 persons, of whom 48 could not read, 136 read badly, and 124 well; 131 could not write, 102 wrote badly, and 75 well." I applied also some time ago to the Rev. John Layhe, who is the Unitarian minister for the poor at Manchester; he visits through a very large population, all of the poorest class, and he says, "The general condition, as regards education, of the youth amongst whom I visit, is exceedingly defective. The reasons urged in excuse of neglect are various, inability to pay the school wage, want of decent clothing, requiring the children to work for a livelihood, or assist at home." I have also a letter from one of the teachers of the Lancasterian School in Manchester. The Committee have it already in evidence, that last year the school fee at the Lancasterian School was raised from 1 *d.* to 2 *d.* per week. I wrote to the teacher of the school to ask him what was the result of this rise of the fee upon the number of pupils, and he writes me, dated September 21st, 1852, "In answer to your question, what effect the rise of the school fee has had as to numbers or class of society, it is a difficult question to answer, for there have been fluctuations at different times when there were no alterations; when trade is good, and plenty of employment for children, our numbers have always been lessened. At the Christmas and Midsummer vacations a considerable number always leave; but on the last occasion when the fee was raised there was a greater number than usual, nearly double, and we have not yet had much of increase; but during the month of August it has always been the same, so that in another month or two we may be better able to judge. Twelve years ago, when first a charge of 1 *d.* per week was made, there was an increase of several hundreds more than the school would contain. At that time trade was very bad; in 1845, when trade was prosperous, there was a great falling off; we have perceived no change in the class of society since our rise to 2*d.*" That fact of the double number of absentees is, I think, proof that the very smallest school fee is a hinderance to education. I think that the Report which I have handed in, with this confirmatory evidence, is conclusive of the fact of deficiency of instruction; it seems to me also a sufficient answer to the assertion of Mr. Baines, which he gave in answer to Question 1743 last Session, that the present state of Manchester schools is in his opinion owing to the system of Government grants, which has led the people to look to Government to do the whole for them. But Mr. Baines himself, in answer to Question 1556, allows that the first effects of Government grants are favourable and stimulative. Now Government grants in aid of instruction only commenced in 1847, as I believe, and therefore the six years' existence of Government grants must have sufficed not only to stimulate, and to have a favourable influence upon schools, but it must have sufficed also to have reduced them again very much below the level from which they started, in order to make Mr. Baines's reasoning worth anything. It seems to me that these people, to whom I have referred, in the two wards of the borough of Manchester, have assuredly had little enough to do with Government grants, and yet voluntaryism has not been too active; nor could it be expected, according to the opinion of Mr. Baines, for he, in answer to Question 1450, says, that education, like industry, will be best off when it shifts for itself, and that an average of five years' schooling is more than can reasonably be expected; that is to say, that if the school age be spread over 10 years, and one-half of the children be at school at one time, we ought to be abundantly satisfied. Now in this ward of St. Michael's, with a population of 36,817, there are 5,498 children at the school age who have been day scholars, that is one in six two-thirds of the population, and considerably more than one-half of the children at the school age; and yet when we come to examine the results of the present educational arrangements, as exhibited by the youths just passing out of the school age, we find that about three-tenths of the whole have missed all day school instruction; that in passing along our streets we might almost point out every third young person as having received no day school instruction. I submit that this is a fearful state of things, and if it be the real state of the case that in passing along our Manchester streets we should be able

to

to point to every third person, and say, "There goes one who has never been to a day school," that it really is high time that the present educational arrangements were changed.

528. Have you any remarks to make upon Mr. Adshead's evidence with reference to Sunday schools?—I wish to submit a few observations in reference to his remarks upon Sunday schools. He says, in answer to Question 1975, in order to prove that there is no great dearth of education, "I have examined 9,984 Sunday scholars," and he shows that only 1,942 of these were not receiving either day or evening-school instruction, in addition to that of the Sunday school. He gives us 53,869 as the number of Sunday scholars in the borough of Manchester. Now, it seems to me that the only use of Mr. Adshead's example would be as exhibiting an average of the condition of Sunday scholars. In order, therefore, to test it, I will institute the proportion, as 9,984 is to 53,869, the whole body of Sunday scholars, so is 1,942 to 10,478, which should be the number of Sunday scholars not receiving either day or evening-school instruction. But the registrar's return gives us the number of the day scholars as 26,140. Mr. Adshead's table gives us the Sunday scholars as 53,869; the difference is not 10,478, but 27,729. That difference surely cannot be accounted for by evening-school instruction, for the highest assumption of evening scholars was by Mr. Baines as 6,000 or 7,000. I submit, therefore, that Mr. Adshead's calculations are unworthy of credit.

529. Have you any evidence or any proof to submit that poverty is a great cause of educational neglect?—Yes; I have some direct and some indirect evidence; I think the census tables give evidence enough that juvenile employment is not, to any great extent, the cause of the neglect of education; and Mr. Richson's inquiries show, that if sickness and other justifiable reasons of absence be added, we still make very little way in explanation of the deficiency. So that if we refuse the plea of poverty, we shall have to set down the neglect to ignorance and carelessness on the part of parents. But then, I submit, that the remedy is one and the same, free and attractive schools. It seems to me that we cannot, with a good grace, invite parents who plead poverty, to send their children to schools where the payment would increase the poverty complained of; but parents who have any sense of shame, could not neglect the free schools. But there is a good *primâ facie* case, that the plea of poverty is, to a certain extent, true. The Pauper Chart, put in by the Rev. Mr. Richson last Session, shows that the lowest sums given in out-door relief in Manchester Union, between the years 1818 and 1851, were to the English poor 7,037 *l.* in 1837; and to the Irish poor 753 *l.* in 1825; the highest was to the English poor 37,192 *l.* in 1848, and to the Irish poor 21,044 *l.* in the same year; and the number of inmates in the workhouse has varied from 352 in 1824 to 3,698 in 1848. The chart, it seems to me, is fully sufficient to prove that over and above what I call the normal pauperism, there is an amount of poverty varying with the state of trade, but always sufficient to raise serious thoughts as to the educational influences brought to bear on children of that class. But the pauper chart alone, although furnishing positive evidence so far as it goes, does not exhibit the whole necessitous class. There are many more almost equally poor, but with a higher degree of moral feeling, who never visit the board of guardians, but would be equally benefited by free schools. It may be said, that much of the poverty is the result of vice, and I could with equal truth assert, that much of the vice is the result of ignorance. But whatever the cause, the case is before us to be dealt with, and for the good of society it should be dealt with at once. The surgeon does not, in the case of an accident, inquire if it resulted from ignorance or folly before he consents to operate; he knows that, in either case, his duty is speedy restoration. And so is ours with the neglected children, who, by the accident of birth, are otherwise condemned to grow up as pests in society.

530. Have you anything to add, to show that it is the duty of the Government to take active steps to promote education?—Before I say anything on that subject, I would, just in further confirmation of what I have already said, refer to the fact, that Mr. Richson made a statement last session, showing that children were frequently sent back from school in default of the fee. Although I, when a teacher, seldom resorted to such extreme measures, yet my experience enables me to say, that if that rule had been enforced, at least a quarter of my pupils would have been without instruction. I have already referred to the rise in the fee of the Lancasterian School, and to its effect, and

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these I think to be very sufficient reasons to prove that poverty is a great cause of educational neglect.

531. Do you think it is the duty of the Government, to undertake to promote general education?—Before I go further, would the Honourable Committee allow me to put in a series of extracts from the reports of the Ancoats Lyceum, from the commencement up to last year, to show its rapid rise and its gradual decline, and giving also the opinion of the directors as to the cause of its decline, and showing, as they do in their late reports, their belief that the decline of the institution is wholly owing to the want of primary education, so as to fit children and youths for the teaching which ought to be given in mechanics' institutions.

Historical notes of the Ancoats Lyceum:—Report of provisional directors, 24 July 1839. Subscription 2 *s.* per quarter; advantages of the Institution; a news room and coffee room; social parties and concerts; circulating library; lectures; classes, elementary and scientific. The project originated in August 1838, 100 names of persons willing to join were given in at various places, and a meeting was held on 13th September, and the institution was formally established. News rooms were opened 11th October, from 9 a.m. to 10 p.m. From a library of 1,200 volumes, delivery 120 per evening. Male classes, five nights per week for reading, writing, arithmetic, grammar, and geography. Numbers on the books, 70 in Brown-street, and 40 in Gould-street. Female classes, two nights per week for sewing, and three for reading, writing, and arithmetic. Attendance: total males and females, 140. Male classes also met in Ancoats-street for arithmetic, geometry, and algebra, mechanical drawing, vocal music, phrenology, French language, and for essays and discussions. Income 248 *l.* 11 *s.* 10 *d.*, of which 138 *l.* 14 *s.* were donations. Number of members under 14 years 32, from 14 to 21 years 214, and above 21 years, 469; total, 715.

Second Report, 23d Jan. 1840.—Expenditure exceeded income by 45 *l.* 11 *s.* 10½ *d.* The branch schools were not found to answer, being a source of expense without a corresponding advantage.

Male Classes.

Grammar	38
Geography	14
French	8
Algebra and geometry	8
Mech. and architectural drawing	16
Vocal music	18
	102

Female Classes.

Reading and writing	37
Arithmetic	37
Sewing and knitting	12
	86

There had also been twenty-six meetings of the essay and discussion class. A few hundred shares were disposed of towards the erection of a building; and a concert was held, but incurred a loss. The directors remark that whilst success has confirmed their most sanguine hopes, much yet remains to be done. Income, 363 *l.* 11 *s.* 5 *d.*; expenditure, 409 *l.* 3 *s.* 3½ *d.* Number of members about 525; decrease 190.

Third Report, Jan. 25, 1841.—Directors report with grateful cheerfulness, a canvass from door to door had been undertaken, and a great increase of members was the result. They regret that the building project has not been carried out, as a 10 *s.* share by each membe would have accomplished it. News rooms had received an additional London daily paper. The number of volumes exchanged averaged 500 weekly.

Female Classes.

Reading	30
Writing	66
Sewing and knitting	25
Arithmetic	30
	151

The essay and discussion class held 21 meetings.

MALE CLASSES.

Reading and writing	175
Arithmetic	170
Grammar	18
Geography	12
Elocution	33
Algebra and geometry	12
Mechanical drawing	18
Essay and Discussion	101
	539

Number of members, 537; increase, 12; income, 244 *l.* 9 *s.* 5 *d.*; expenditure, 260 *l.* 2 *s.* 4 ½ *d.* Many persons would attend several classes.

Fourth Report, 26 January 1842.—A year of privation and suffering; the number of members were lessened. Directors are surprised that the decrease is so small. Two hundred and seventy-six volumes added to the library by produce of a bazaar; an average circulation of 450 per week.

FEMALE CLASSES.

Reading	30
Writing	44
Arithmetic	20

The essay class held 42 meetings.

MALE CLASSES.

Reading	24
Writing	50
Arithmetic	45
Grammar	11
Algebra and geometry	9
Mechanical drawing	10
French	10
Elocution	14

Income, 387 *l.* 8 *s.* 9 ½ *d.*, being bazaar profits; expenditure, 376 *l.* 6 *s.* 3 ½ *d.* Number of members, about 400; decrease, 63.

Fifth Report, 26 January 1843.—Directors report with pleasure that, in a year of unparalleled hardship, the members have not decreased, and regret that with the present number the institution is not self-supporting.

News-room has 39 papers; library, 1,800 volumes; weekly issue, 360.

FEMALE CLASSES.

Reading	30
Writing	30
Arithmetic	25

MALE CLASSES.

Writing	60
Arithmetic	50
Algebra and geometry	8
Grammar	14
Phonography	40

Mechanical drawing class unsuccessful; circumstances have hindered meetings of essay class; both are recommended to new directors. Eleven essays during the year.

Income, 178 *l.* 6 *s.* 5 *d.*; expenditure, 173 *l.* 10 *s.* 7 *d.* Members, about 320; members consist of brick-setters, 5; shoemakers, 4; turners, 2; fustian cutters, 4; carders, 13; engravers, 8; printers and dyers, 5; hatters, 3; joiners, 8; glass-blowers, 6; piecers, 31; weavers, 10; warehousemen, 63; bakers and shopkeepers, 10; spinners, 2; painters, 2; mechanics' moulders, 53; tailors, 1; miscellaneous, 52; unknown, 20. From 12 to 14 years, 37; from 14 to 18 years, 73; from 18 to 20 years, 77; from 21 upwards, 116. Total, 303 ordinary members; decrease 80.

Sixth Report, January 1844.—Directors found the institution in debt, and resolved to liquidate it. The adjoining premises were given up, and the institution closed in the daytime, except on Wednesdays and Saturdays.

Library issues 286 weekly. News-room has 37 periodicals.

FEMALE CLASSES.

Writing	30
Arithmetic	30
Reading	30

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MALE CLASSES:

Arithmetic	80
Reading	15
Writing	60

Income, 147 *l.* 7 *s.* 9½ *d.*; expenditure, 147 *l.* 14 *s.* 3 *d.* Number of members, 286; decrease, 33.

Seventh Report, January 1845.—Different departments never in more efficient operation. Want more room; classes full; news room crowded; library sought after with avidity; 259 vols. have been purchased, and 22 presented. Weekly issues 309. Grammar, geography, and drawing classes indifferently attended.

FEMALE CLASSES:

Arithmetic	14
Reading	43
Writing	40

MALE CLASSES.

Arithmetic	59
Writing	53
Reading	30

Essay class meets weekly.

Income, 173 *l.* 2 *s.* 5 *d.*; expenditure, 189 *l.* 3 *s.* 6 *d.* Number of members, 302; increase, 16.

Eighth Report, 29 January 1846.—Institution highly prosperous. News-room crowded; class-rooms well filled. Average circulation, 300 per week. Commencement of concerts at Free Trade Hall obliged institution concerts to be given up. Building subscription commenced; donations, 298 *l.*; shares, 275. Number of members, about 290; decrease, 12. No particulars of classes.

Ninth Report, January 1847.—The various departments have been carried on with zeal and vigour, and new elements of usefulness commenced. Number of members, 250. 233 vols. presented to the library. Paid teachers were engaged for the elementary classes. Boys classes: first, 89; second, 99; third, 117; fourth, 187 on the books. Girls, 80. Establishment of an essay class recommended. School for factory short timers established. Government grant of 25 *l.* for books received. Commenced with 80 pupils. L. Horner, Esq. recommended another mill-owner to send, and thus raised pupils to 120. In May, Messrs. Murray sent their children, raising the number to 245. Assistant teacher engaged. Number of children admitted, 6,970, from the mills of Messrs. Nicholls, Ashton, Moore & Son, Murray, and B. Gray. News-room re-opened all day. Donations to liquidate debt, 161 *l.* 1 *s.* Income, 324 *l.* 16 *s.* 8½ *d.*, 99 *l.* being donations to the general fund. Decrease of members, 200. No detail of classes.

Tenth Report, January 1848.—Number of members 273; library increased by 242 volumes; weekly issue 256; news-room supplies all the requisites that a news-room can do. A class for male adults established; assistance of Committee of Privy Council obtained for day school; Messrs. M'Connell's short timers added to the school; two extra assistants appointed and two apprentices. L. Horner, esq., recommended a further grant of 30 *l.* Number in school 440 for the week; number entered for past year, 13,525; building fund had been spent in alterations of premises. Income 461 *l.* 1 *s.* 3½ *d.*; expenditure 507 *l* 15 *s.* 2 *d.*

	£.	s.	d.
Donations	117	6	–
Day School	158	9	11½
Teacher, &c.	5	–	–
	281	15	11½
Income of Lyceum	179	5	4
Less building fund	43	–	9
Nett income	£. 136	4	7

Increase of members – – – 23

Eleventh Report, January 1849.—Number of members 239; issue from library 228 weekly; news-room crowded; lectures badly attended; classes more thinly attended, but improvement of pupils manifest. Three more apprentices appointed; a falling off of pupils in consequence. Numbers entered during the year, 14,882.

	£.	s.	d.
Income	144	8	3
Day School	171	4	4½
	£. 315	12	8
Expenditure	£. 375	8	6

No details of classes. Decrease of members, 34.

Twelfth

Twelfth Report, January 1850.—"Before the advantages of mechanics' institutions can be fairly estimated by the labouring population, it is essentially requisite that an enlarged system of national education should have laid the foundation for that strong desire for information upon which alone it is possible to build up such institutions as the Lyceum." At present all which the directors can do is to keep up a good elementary class for youths and young men. Differences between the Board and the teachers; day school satisfactory; number of members, 163; issues of books, 158 weekly. Day-scholars entered during the year, 11,220.

	£.	s.	d.
Income - - - - - - - - - - -	118	6	3
School - - - - - - - - - - -	165	2	2 ½
	£. 283	8	5 ½

Expenditure, 339 *l.* 6 *s.* 6 ½ *d.* Decrease of members, 46.

Thirteenth Report, January 1851.—The Directors regret that the advantages of the institution have not been more extensively appreciated; have felt more than ever that this indifference is owing to the want of proper means for the education of the young. Directors find that their duties are for the most part confined to arranging the details of classes for elementary instruction alone. Numbers of members, 115; weekly issues from the library, 96; attendance at classes tolerably good. Two additional pupil teachers appointed in day-school. Register for the year, 12,161. Decrease of members, 48.

	£.	s.	d.
Income - - - - - - - - - - -	90	17	8
School - - - - - - - - - - -	143	1	5
	£. 233	19	1

Expenditure, 297 *l.* 17 *s.* 1 *d.*

Fourteenth Report, January 1852.—Directors have again to report a gradual decline. Entire cessation of lectures. Failure owing to want of early education amongst the working classes. Directors advise, unless a strong reaction takes place, that the institution be given up at the end of 1852. Number of members, 90. Weekly issue of books, 68. Day school, self-supporting. Register for the year, 11,856; weekly average, 248.

Income, 94 *l.* 13 *s.* 3 *d.*; school, 145 *l.* 13 *s.* 5½ *d.*; expenditure, 248 *l.* 19 *s.* 0½ *d.* Decrease of members, 25.

I submit that here is proof that elementary instruction must be acquired in childhood else there is little hope of the man; a sound system of elementary instruction alone can become a foundation for self-culture, or for refined literary tastes.

532. Mr. *Bowyer.*] What is the nature of that institution?—It is of the ordinary nature of a mechanics' institution. Its instruction is confined to secular knowledge, and it was intended more especially to give scientific knowledge, and to give literary avocations by means of its library and discussions.

533. And lectures?—Yes.

534. Mr. *Cobden.*] It is a mechanics' institution on the very humblest scale, in the poorest part of Manchester?—Yes, it is in a part densely populated. I should think there is in one square block called Great Ancoats, bounded by Great Ancoats-street, Oldham-road, and the borough boundary from Miles Platting up to Every-street; I should think there is in that square block at least 60,000 of a population.

535. Nearly all of the working class?—All, excepting the occupants of the front streets. This, therefore, is a place where such an institution ought to be very useful and very flourishing, if mechanics' institutions are ever to make way at all. But I believe this to be only one instance out of very many which could be brought from various parts of the country in proof that the absence of primary instruction is the cause of the failure of these literary institutions.

536. Have you any means of knowing what is the progress of the mechanics' institutions in Yorkshire and Lancashire as a whole; are their numbers increasing or not?—In Yorkshire I believe there has been a considerable increase within the last few years, but in Yorkshire also institutions rise and fall in the course of a few years, but new ones spring up in other places, and thus the statistical account is kept up; the numbers are increased in the whole, but the intermittent

intermittent rise and fall is continuously going on. In Lancashire the case is worse with regard to mechanics' institutions, and this may be possibly owing to the fact that the honorary secretary of the Yorkshire union of mechanics' institutions is a very energetic and persevering man, while in Lancashire the union of mechanics' institutions has gone out some two years ago.

537. It has been discontinued?—Yes.

538. Mr. *Bowyer.*] He is secretary to several institutions?—There is one honorary secretary for the whole union; there is also a secretary for every separate institution, however small. But these institutions have a union amongst themselves, by which they sometimes divide the services of a lecturer; that is, they make five or six engagements with him at once, and send him from town to town.

539. May not the decline of mechanics' institutions in particular places be attributed, in some measure, to emigration?—In a very small measure, I think, because our population does not sensibly decrease.

540. Supposing an active man, who would, possibly, be a likely man to emigrate, leaves an institution, the institution would be likely to decline in consequence?—If I found all other institutions, literary or other, declining in the same manner, I should admit the force of the position, but since mechanics' institutions are almost alone in this decline, I think that the position does not bear.

541. *Chairman.*] Do you think that it is the duty of Government to endeavour to promote primary instruction?—I do certainly, and I would remark that the excuse made by Mr. Baines upon this subject, that in towns of the magnitude of Manchester, there is always a considerable number of the vagrant class, who make it a temporary abode, and also a criminal class who seek spoil and shelter among such masses of population and property, is to me only a stronger argument why the Government should move in the matter, as the Government is the only body strong enough for the work. And this admission of Mr. Baines I would set against his calculation, in reply to Question 1506, which sets down the number of neglected children in Manchester, Salford, and townships, at 349. This is the result of average calculations in educational statistics. It seems to me that the sphere of Government is direct in this matter; its primary duty being to maintain society, and that the secondary duty of Government is to be an executive for the people. Education seems to me to be civilisation, and it would be as rational I think to expect a cotton mule to turn out calico ready woven, as to expect an uneducated man to perform properly the duties of civilised life. General neglect of education for one generation would cast us back into barbarism; and it seems to me that what is necessary for society in the mass ought to be guaranteed to every individual composing that mass. We all start in life entirely ignorant, and every additional mechanical or other discovery throws the uneducated man still further behind. The only defence of society is, that it confers mutual benefits. But what benefit do the neglected in education derive from society? I confess myself unable to see the benefit which men derive, unless they are educated up to the necessary level to fit them for the duties of civilised life.

542. Have you anything further to add upon the duty of Government in reference to criminal jurisprudence?—I would remark, that all our laws are written, but a large proportion of the people cannot read them. The laws are complicated, and a still larger proportion cannot understand them, and yet to be able to read and understand the laws, seems to me to be a necessity previously to obedience to them. I think, too, that this ignorance of the law is the cause of very many of the ruinous mistakes which continually occur in connexion with partnerships and other trading transactions. It is a very common case that people only find out that they are acting illegally when they are reminded of it by some legal official.

543. Mr. *Bowyer.*] Does not that apply to persons of a rather higher class than those you are speaking of, persons who enter into partnership in trade?—Yes; it does to some extent, but not to so great an extent as with the poor; and if the honourable Member be as well acquainted as I am with a great number of tradesmen, he would be surprised to find the small amount of general instruction which these men have acquired.

544. Tradesmen are generally men who can read and write?—Generally speaking, they are; and that is very frequently the amount of their acquirements.

545. They are able to read the law sufficiently to know the common things which men in their condition must know to avoid punishment?—If the laws were put into their hands, or made readable, so that a man of ordinary education could understand them, no doubt it would be sufficient, but a higher grade of education is required in the existing state of our ordinary law.

546. What species of law do you refer to?—The law of partnership is almost continually in operation with men who scarcely know the existence of such a law, and who certainly do not know that when they enter into a partnership, it will be a very difficult thing to get out again.

547. Mr. *Fox.*] Are not a considerable number of the members of co-operative stores, which are numerous in Lancashire, actually unable to read or write?—Many of the contributors to co-operative stores are unable to read or write; and a greater number of them still are ignorant of the fact, that in opening a co-operative store, and selling to the public, they are breaking the law which regulates benefit societies.

548. *Chairman.*] You think that voluntary effort is entirely insufficient to assist materially the spread of primary instruction?—If you will allow me I will add another remark relative to our laws, that it seems to me unjust to punish those who have not been educated. Idiots and lunatics are legally exempt, as not knowing or not being able to control themselves in the doing of right or wrong. Now, men's capacities depend very much on their education, and it appears to me that resposibility should be in accordance with capacity, and with advantages, and that punishment is at best but a very clumsy expedient in place of education. The right of punishment seems to me to imply the right to prevent crime, for if that be not its object, punishment is gratuitous cruelty.

549. Mr. *Bowyer.*] Do you not think, in most cases, where punishment is inflicted, the offence is so obvious that even a person uneducated would see that he was doing wrong; for instance, in the most common case, that of theft?—I should think that almost any person would feel that he was doing wrong when committing theft in its ordinary form; but there are very many cases where punishment is awarded where I could not concede that position, and even in the ordinary case of theft it is a frequent matter that a magistrate finds it very difficult to punish where he has found that want has been the urging cause. I wish to add, that if the right to punish crime be conceded, then it seems to me ridiculous to confine the Government to the worst possible mode of prevention, which is punishment. Gaol chaplains, schoolmasters, and industrial teachers may and do cure criminal dispositions, but punishment properly so called, that is, the infliction of pain, it seems to me never can.

550. Would you give up punishment altogether?—I would not abolish punishment at once, but it seems to me that the question of criminal jurisprudence requires to be wholly reconsidered. The history of the Warwick County Asylum for Juvenile Offenders, and of our various juvenile schools of industry, all prove the economy of reformatory measures, but prevention by education is much easier than reform. It would be the simple exchange of the policeman for the schoolmaster. I conclude, therefore, that it is clearly within the sphere of Government to guarantee education to all. The policy of such function in the hands of the Central Executive will remain to be considered, but I hold that wherever the tax-collector or the policeman penetrate that there the schoolmaster ought also to be known.

551. *Chairman.*] Do you consider voluntary effort to be insufficient?—I wish to present some reasons to show that voluntary effort is in its nature inefficient for education. The educational want is constant, regular, progressive with the population, while voluntary help is inconstant, irregular, and generally retrogressive from the beginning. Men's duties are in accordance with their means, whilst voluntary effort is according to inclination, or almost anything but the means of the giver. The case is frequent where a good man dies, or fails in business, or is offended because his neighbours do not second him, and the school struggles in difficulty or goes out in consequence; the need for that school being as great as ever. Another objection to the nature of voluntaryism is, that it tends to inequality in distribution. If a man gives he gives in his own vicinity; and we have respectable and poor neighbourhoods, and they do not always so closely approach each other as to spread help equally. Thus, the result of voluntaryism is to make a few bright spots, leaving all else dark. And voluntaryism

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fails principally when most needed, that is in times of bad trade, when the troubles of the poor being increased temptation to wrong is also increased, and their children require the most unremitting care; but then it is that the school wage being deficient the school-door is shut, and the children are in the streets. Upon this subject, if the Committee will allow me, I will read, as illustrative, a passage which I have quoted from Mr. Edward Miall, M.P. for Rochdale; it appears in his book called "The British Churches." He says, "There is no exuberance of life. Much is done, but not *con amore*. Zeal seldom flows forth freely. We have more mechanism than power to keep it going; and, indeed, much of that very mechanism is worked with a view to generate power. Active movement is maintained only by a most disproportionate amount of pressure from without. Religious enterprises do not spring up, but are got up, not without great labour. Through the whole range of direct religious exertion, the result, produced are, to a much wider extent, those of manufacture than of growth. The business of the church is carried on taskwise; their mission is carried on not willingly, but of constraint. The screw must be upon them perpetually, now in one shape then in another. Real individual self-sacrifice is so rare as almost to provoke derision when it does show itself; systematic and organised consecration to disinterested objects we scarcely meet with in these days. Look at any one of the spiritual or benevolent undertakings which, in one view of them, do honour to modern times. How much ready self-denial does any one of them, local or general, represent? Look down the subscription list. How many, suppose you, of those whose names appear as contributors have not given as sparingly as a decent reputation would admit of? How many have cared to inconvenience themselves, or have measured the aid they afforded by their own ability to render it? Mark the long array of guineas in single file. Why this uniformity, where no such uniformity of worldly circumstances can be pretended? But was even this list originated by the force of Christian principle in the majority of those who appear upon it? No such thing; there have been pungent appeals, special excitements, deputations, tea parties, and personal applications by hard working collectors, to produce and maintain it. And, alas, this immobility, this holding back, this constrained and grudging recognition of the responsibilities imposed upon us by the Gospel, is not at all peculiar to cases involving pecuniary demands. Much of the same spirit pervades religious movement in every direction. It would seem as if there were not among spiritual communities 'a mind to the work.' They do not hasten to it, but are driven. They have no yearnings after it, no fond delight in it. They do not associate it with gladness, they do not prosecute it cheerily. 'Must' is their overseer, where love should lead on and superintend alone." I would add, in further confirmation, an extract from an editorial article in the "Leeds Mercury" of 12 April 1851, where the editor, speaking of Rotherham College, which is a college for the education of Independent ministers, says, "It has always enjoyed a high reputation as a school of sound yet advanced views in theology and literature. Nevertheless it has partaken of the common lot of voluntarily supported institutions, and has often struggled for existence. Having at one time been buoyant in prosperity, it has, after a while, fallen into poverty, and has been threatened with extinction. But, phœnix-like, it has ever risen to revived freshness and power. Just a year ago it seemed as if it must be abandoned." I quote these paragraphs in order to show that in religious effort voluntaryism has quite work enough, and that religion, being confessedly the most important duty of life, it is not likely that even the same amount of energy which is got up, as Mr. Miall says, for religious objects, will be kept alive by voluntary effort for simply educational objects.

552. Mr. *Bowyer.*] What do you mean exactly by voluntary effort; do you mean temporary subscriptions as distinguished from endowments?—I mean temporary subscriptions as distinguished from endowments; but I include under the head of voluntary effort the payment of fees by parents.

553. Are you aware that all the universities in the world originally commenced and were taught for ages on a voluntary system?—I believe they did, and I look to voluntaryism as originating every good thing. I think that is its proper office; and that when it has originated a good institution, and has proved its utility, then if that utility be generally admitted, I think that that institution then, if necessary, may be generally supported by means of a rate, or other means apart from voluntary effort.

554. But

554. But do you consider that endowments may be in one respect voluntary? —Certainly, endowments might, in a national plan of education, supersede rates altogether, and I should be very glad that they should do so; that is also a legitimate opening for voluntary effort, and it is a very praiseworthy one, that a man at his death should give over a portion of his property for the public use. It is one of the most praiseworthy efforts that a man can make.

555. Are you aware that the University of Oxford never was endowed by the State, nor any of the colleges?—I am not aware of that fact.

556. Mr. *Fox.*] Voluntary endowment has not, that you know of, been applied upon any extensive scale to educational establishments for the great mass of the people?—It has not; and I presume the reason to be the one which I have stated, that religion is the most important duty in life; and I think that Mr. Baines, in one portion of his evidence last Session, affirmed that a man wholly uneducated, as regards reading and writing, and other scholastic acquirements, might be a very efficient Sunday-school teacher. And I think that is another reason why voluntary effort is not likely to aid general education in the manner in which it will support religious institutions; because if it be at all a common opinion among religious men, that intellectual instruction is not required in order to make a man religiously useful, then there is no great object on the part of a religious association to set up schools for general instruction; their object being accomplished if they give direct religious instruction.

557. Mr. *Bowyer.*] Are you aware that all the colleges at Oxford and Cambridge were originally religious institutions? — I presume that they were originally religious institutions; and I think that that is sufficient to account for their voluntary endowment and support. My impression is, that men's ideas of religion are such that, generally speaking, they will support religious institutions; that religious zeal may be depended on to keep itself up; and its intermission, as shown by Mr. Miall, is not so fatal as it is in the case of a school for general instruction, because a very few years passes a child beyond the school age, but a few years does not so commonly pass an individual beyond the capacity for the receipt of religious instruction. That matter may be made up in after life, but missing the primary instruction of the day-school, it can scarcely ever be made up; for there comes an absolute distaste for the acquirement of the ordinary elements of instruction when people grow up in life. I would just say, in further elucidation of this matter, that during the panic, in the years 1847 and 1848, I then got, by inquiry from various schoolmasters in Manchester, a statement of the effects which were produced upon their schools by high-priced corn, and high-priced cotton. I have, by some means, mislaid those letters, or I intended to hand them in; but the impression produced on my mind at the time was that the rise in prices caused a very serious hindrance to the progress of youthful education. I am aware that in such times there is a very large amount of benevolence excited on the part of the rich, but that benevolence is generally for the supply of food for the time being; and I know of instances of Manchester manufacturers who, during that panic, absolutely allowed their hands half wages during the times their mills were stopped; but this would not pay the schoolmaster, and the schools were, in many cases, very seriously deficient in their numbers. I wish also to show that, when education is supported by rates or by endowments, it does not necessarily, nor does it in fact, extinguish voluntary effort; but that when a nation becomes educated, voluntaryism commonly adds to the compulsory rate. I have before me an extract from the Boston Almanack for 1849. It reads as follows: "Few people are aware that the vast sums spent each year in the city of Boston for public instruction, larger than [the Government grants] in all Great Britain, are almost entirely a voluntary offering. The laws of the Commonwealth, even as early as 1647, do indeed require the support of public schools in all the towns within its jurisdiction; but a single school will meet the demands of the law in most towns; and in our large city itself but three schools and three teachers would meet the intent of the statute. These three teachers might cost the city, at the present rate of salaries, 4,500 dollars. Instead, however, of being satisfied to fulfil the letter of this excellent law, our citizens take pride in supporting a Latin school, an English high school, 20 grammar schools, and 165 primary schools, with a corps of 330 teachers, whose combined salaries amount to 167,550 dollars 35 cents."

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558. *Chairman.*] Are those secular schools?—The schools of Boston I believe are secular schools. In further illustration of the want of power of voluntary effort, I would refer to the fact that Rochdale-road Chapel School, commonly known as Gadsby's, was opened as a day-school as far back as 1824, and until 1833 was continued with some success. In the latter year the teacher died, and was succeeded by another; but after the change the pupils never rallied; they gradually decreased until the school was given up. It continued closed for five or six years, when another attempt was made, but after six or eight months' trial it was again given up. This district is densely populated, but is very poor, and is also very insufficiently supplied with schools. It is a portion of the district comprised in my report of St. Michael's Ward. Chapel-street School, Salford, is held under the Independent Chapel, and was opened some seven or eight years ago as a British School, and at that time the present teacher says she believes it was subscribed to by the congregation. It failed, however, and remained closed for some time. It was again re-opened by a gentleman from London, and the opening was announced in the chapel, and by a public board outside, and the teacher made great preparation for an efficient school; and he struggled hard for about nine months, but never got more than 20 pupils. His charges were 4 *d.*, 6 *d.*, and 8 *d.* per week, in a neighbourhood densely populated, and not over-schooled, but for the most part very poor, and close to the district I have already referred to as part of the Blackfriars Ward, Salford, with a population of 4,000 inhabitants, and having only two private schools with 49 pupils in it. The Chapel-street Chapel School is now opened, and is taught by a young lady. She says she does not pay rent for the room, but is expected to give more in other ways; she does not derive any help from the congregation, but gets just what she can by fees, and she does not get such prices as the former teacher charged. She has about 50 pupils, from five to nine years of age. To me it seems simply ridiculous to expect voluntary effort to nationalise education, and the more so, because to nationalise education requires a plan. A plan suggests an oversight, and the different sects of religionists can never have a national oversight over education. They cannot possibly combine for the purpose, because they differ in religious creeds, and they believe each other seriously in error, and that each other's errors endanger their future happiness; and for this reason, if an attempt were made on the part of the sects to unite, in order to have a general oversight in education, so as really to nationalise it, they would fail immediately, because the Roman Catholic could not possibly unite with the Protestant, the Calvinist could not unite with the Arminian, the Trinitarian could not unite with the Unitarian, for any such purpose. No other body but the Government can make and sustain a plan, and keep an efficient oversight over the working of an educational system, so as to include all children at the school age within it. I wish to refer, with regard to voluntary effort, to a quotation made by Mr. Baines, in reply to question 1682; he there quoted the Rev. Dr. Dawes, formerly rector of King's Somborne, now Dean of Hereford, to show that the poor of that parish are able to sustain the school. I am also aware that in that parish more than one in six of the population are at school; and I am disposed to admit that if we had a Rev. Dr. Dawes for every 1,100 of our population, which is about the number of parishioners there, and if we had no prejudice of class, and no differing sects, which is pretty much the state of the case there, then voluntary effort might possibly nationalise education; but we are so far from that desideratum, that the only practical result that I can draw from the case is this, that if it be possible to have one in six of the population in the day-school at King's Somborne, it ought to be possible elsewhere, and it seems to me that the Legislature should take measures to secure it. Mr. Baines gave a list of grounds of reliance under the voluntary system, so as to show that the grounds of reliance under voluntaryism were efficient. He quoted, in answer to question 1579, as the grounds of reliance, the parent's sense of duty, the mother's convenience, the growing appreciation of education, patriotism, and philanthropy, the self-interest of teachers and authors, and the laws of intellectual progress. Upon these I would remark that the parent's sense of duty only grows with education, which is the thing to be supplied; that the mother's convenience is equally consulted by the school and the street, but the latter has the advantage of saving the school fee; that the appreciation of education can only grow as education grows;

grows; that patriotism and philanthropy are now calling for an education rate; that the self-interest of teachers cannot induce people to buy what they do not value, and commercial pursuits pay so much better than teaching, that many of those who are left to the latter occupation, pursue it only because they cannot make way in the former; that intellectual progress requires primary instruction as a basis, and there is now so much dense ignorance, that although our scientific discoveries shed their light in every direction, they are but of little use to the intellectually blind. I would also say that equally strong grounds of reliance could be urged in favour of voluntaryism, for preventing crime and pauperism; but I expect that we should not be inclined to give up the poor laws, or do away with our magistracy, if Mr. Baines were to quote those grounds of reliance either for the prevention of pauperism or of crime. Mr. Fletcher says, in a report, page 562, for 1851, "At present the masters, pupil teachers, and scholars, are all being greatly elevated by the operation of your Lordship's recent minutes upon those schools which can challenge their aid. But these can be regarded altogether as only the model schools for a system which shall be of national extent, occupying as they do only the most favourable spots, and influencing in only a limited degree the moral masters of the remoter mining, manufacturing, and agricultural districts—now remote only in their untutored rudeness; for the two former, at least, are rapidly attaining to such force and position, that upon their moral character may yet turn our political fate. In about two years from this time, there is every prospect of 1,000 pupil teachers per year presenting themselves for completion in the Normal schools, and for after-employment in local schools. No means are yet provided for the proper support of the schools in which they are to be employed; a deficiency which is the most marked in those very districts where their services are most required. In fact, the schools in which they ought to be employed do not exist, and if they did, would not be supported by merely voluntary exertion. The greater number of those with whom I have conversed entertain no hope of a progress at all commensurate with our growing necessities, without some local provision for the public support of the day-schools, which shall equally respect the influence of the religious communities, the voluntary principle, and the freedom of instruction as the living elements of civil and religious liberty which ought to be realised in this department of our social existence, as fully at least under a system of local aid, as they already are under the minutes."

I wish to direct attention now to the necessity of a rate for education. To me it is plain, that if education is to be nationalised, it must be by legislative enactment; and admitting that men's duties are in accordance with their means, there is no difficulty in solving the question how to carry out the principle. Society is maintained by virtue of the duties performed, and a duty once acknowledged, it seems to me better that it should be enforced than allowed to be neglected to the danger of society. A rate upon property would accomplish the work, and looking to the schoolmaster as the protector of property, it is but just that those who have most should pay most. And this view is confirmed when we consider that education is more a public than an individual gain. If a man be a better workman, or if he become an inventor in consequence of his education, he must sell the fruits of his intelligence before he can enjoy his reward; that is to say, he must benefit the public before he can benefit himself, and every shilling of benefit to the public is, in fact, a payment in liquidation of the expense of education. Mr. Baines, in answer to Question 1892, speaks of gratuitous education as a retrograde movement; and I am aware that when the schools of the National Society were first founded, they could only get pupils by giving a bounty, and the efficiency of that plan leads me to believe that free schools would now secure a great accession of numbers; and if there be any truth in the position of Mr. Adshead, in reply to Question 2079, that the poor value only what they pay for, those who now pay fees would remain at their present schools, and the rate would only have to support schools for the neglected. But if it be urged that the present schools would be deserted for the free schools, as seems to be feared by Mr. Baines, in reply to Question 1657, then I reply that there is no value in the statement by Mr. Adshead, that the poor value only what they directly pay for. It seems to me that there is such a thing also as payment by gratitude, and that the gratitude of an individual having received education at the public cost,

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and having acquired a property thereby, would, in all probability, be manifested by a voluntary endowment at his death of state education, so as to act in after years in liquidation of the rate. But my impression with regard to the feeling of the poor is, that they value good things from whatever source obtained. I was myself brought up in a free school where clothing also was supplied; and there are four such schools for boys and two for girls in my native city, Coventry, and I know that the application lists are always over full; but I never observed that the pauper feeling was more rank there than elsewhere, and I am sure that I do not feel it. The Manchester Public Parks, the Peel Park Library, the Manchester Free Library, in the establishment of all of which I have been an active worker, first as secretary to the working man's committee for the public parks; second as honorary secretary for the free library, are well attended, but they are all tax-supported institutions; and I am not aware that any one feels himself pauperised by attending, nor have I heard any complaint of their being pauper institutions; on the contrary, the Manchester example is being rapidly followed by various other large towns throughout the country. My impression is that there must be a legislative enactment to set up schools for the neglected, and that it is possible and therefore ought to be contemplated, that existing schools may under such enactment become free schools. Any plan, therefore, should be so prepared as to admit of this expansion; connected with a positive provision for the neglected, it should have powers of expansion to the national. Under our Manchester Improvement Bill, streets are obliged to be paved and sewered by the owners, and are then put upon the towns books and afterwards kept in repair out of the rates. The town, therefore, requires to keep up a working staff, and the corporation takes power after six months' notice to pave streets, and to charge the cost thereof to the owners. The notice is now always suffered to elapse without any action on the part of proprietors, and the corporation may be said to make all the streets for the public, and I am not aware of any evil results. It is true that the cost of education could not be charged to the individual parents, but as I have already remarked, the public is much more interested than any individual parent in the education of a child.

559. But by a system of rates, inasmuch as all houses would be called on or required to contribute, they would pay for their schooling, even although the schooling might be nominally free, as far as all school fees are concerned?—All would pay unless there might occur such cases of exemption as do occur under the poor laws; all persons are rated to the poor, but it does happen that people are not able to pay their rates. They are summoned before the magistrates, and if a case be made out of inability, and that case be satisfactory to the collector, the debt is written off as bad; and so it might occur under the school rate that all would be rated, and all would pay, except in such exemptions as those which I have specified.

560. Those would be exceptions?—Yes.

561. And therefore although the schools are called free-schools, yet, in point of fact, they would be paid for by those who are entitled to participate in their advantages?—Precisely, even down to the lowest, for the rate would become an element in the rent.

562. Mr. *Bright.*] Is it not the fact that persons whose poor-rates are remitted by the magistrates, are viewed very much in the light of recipients of poor-rate, as paupers?—It may be the fact that they are, and in such a case under an education rate the people who were thus exempt might be viewed in the same light, but the cases are few where they are exempted, and the cases would be fewer under an education rate.

563. Are you quite sure you are correct in saying that the cases are few, for I have heard they are very many?—Some evidence was given during the last Session by Mr. Richson, under the instruction of the town clerk, upon that subject, when he was referring to what would be the produce of a sixpenny rate for education, and I think something like from 5 to 7½ per cent. was struck off as bad, but this would occur not only from inability to pay, but from removals and other causes where you could not follow the people, and this would occur under an education rate, and of course everywhere where there is co-operation for a common object.

564. Mr.

564. Mr. *Cobden.*] The streets of Manchester are lighted by a rate, are they not?—Yes.

565. To which all property is liable to pay?—To which all property is rated.

566. Nobody feels pauperised in walking the streets, because they are lighted at the public expense?—I do not certainly; and I am not aware that any one does, who does not pay directly towards it.

567. Then you consider it is precisely the same principle when you let in light to dispel mental darkness by a school rate?—It is a perfect parallel to me.

568. *Chairman.*] But it has been urged that the rights of conscience might not be capable of being respected if we had schools supported by school rates; what are your views of the rights of conscience?—I think I shall be able to show that, under the plan proposed by the National Public School Association, the rights of conscience might be perfectly guaranteed. In secular matters, we adopt experience as our guide; in religion, we trust to conscience, and conscience, it seems to me, ought to have perfect freedom within its own range, that is to say, where experience will not apply, for conscience pleads that we ought to obey God, rather than man. A great authority on this subject is Bishop Watson, who says, although conscience is not an infallible guide, it is the best we have, and we ought never to disobey it. The bishop does not even qualify the matter by allowing us to disobey under government; we ought never to disobey conscience. But there is one limit, as it appears to me, to which we must submit, and that is, where the exercise of the right would interfere with the same enjoyment in other persons. But this liberty of conscience ought to be complete in religious matters, subject to the limit I have just named, that is to say, no one ought to be restricted from the full enjoyment of his own religious opinions, and no one ought to be obliged, directly or indirectly, to contribute to the spread of opinions or creeds in which he does not believe. Mr. Baines, I am aware, gave a definition last Session in reply to question 1830, and if his definition be accepted, that it is a matter of conscience with the religious man to object to whatever he considers injurious to the interests of religion, it seems to me that the world must come to a stand, that we could not move another step, for no step can be taken in any direction but will, in the opinion of some persons, be injurious to religion directly or indirectly. This liberty of conscience itself, for instance, I think, would not be allowed by the Roman Catholic, and other persons object to paid preachers as injurious to religion; and a hundred other subjects might be specified upon which, if we were to accept Mr. Baines's definition, we should be obliged to give up action altogether, in order to secure what he calls, as I think erroneously, the liberties of conscience. There is, however, a very sufficient reason for not limiting the liberty of conscience in religious matters. In temporal things, if we err experience enables us to rectify the error, and we do not incur future responsibility; but in matters of faith we must wait for another world to reckon up the wrong done. In secular matters, therefore, we ought to bow to authority, adopting constitutional means for reform, but in religious, every man should stand alone. I am aware that the Non-conformist objects, on the ground of conscience, to a tax-supported religion; his reason for it is, lest he should uphold and perpetuate error, and thus be found fighting against God. He objects, also, on political grounds, because establishments tend to corruption. But it seems to me that if the true faith could be demonstrably reduced to form, and rendered generally acceptable, inasmuch as the obligation to accept the right is universal, there could be no objection on the ground of conscience to support it even by taxation. The political objection would still remain, and in confirmation of this view I would just allude for a moment to the fact, that the Puritan fathers who left this country in assertion of the rights of conscience, and landed in New England, amongst their first institutions set up schools, and endowed and supported them by taxation, and gave religious instruction in them. They were agreed upon the matter of religious instruction, and, therefore, by paying a tax for the support of these schools their consciences were not aggrieved.

569. Mr. *Bright.*] You use that instance as an argument of what they did

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who were supposed to be friends to liberty of conscience; you do not mean to say that they held very correct views with regard to liberty of conscience?—I do not assert that their views were very correct. I bring this forward as a clear instance where conscience was not, and could not, be aggrieved, because they were not obliged to support error, and I would allude to the present state of the New England schools being now secular schools, as being the result of a growth of difference of opinion. They have grown necessarily secular in consequence of the differences of opinion which have grown up, and now, if they were religious, the consciences of persons would be aggrieved by being compelled to support them by taxes.

570. *Chairman.*] You would say that the State itself has no conscience?—I would say that the State itself has no right to take cognizance of religion except the people were all of one religion.

571. Has it not been urged that the State may support all forms of religion, on the ground that it presses into its service the religious sentiment, as it may be held by different portions of the community, without any reference to the particular truth of the doctrines that those portions of the community may hold?—I am aware that that is the popular doctrine with regard to the State, and if the State were a body separate altogether from the people, and did not draw taxes from the people for these endowments, then I could have no objection; but since the State ought to represent the people, and does draw its taxes from the people, I hold that whoever pays taxes should get of the advantages which those taxes are intended to give, and that therefore a State ought not to support any form of religion.

572. But might it not be in reference to conscience that a religious man would require that the education should be religious that the State gave?—A man's conscience may require that his child should be religiously educated according to his own faith, but he cannot require that I who differ with him should teach this faith, for that would be to require me to do violence to my own conscience; yet it may be for our mutual advantage that I should teach some things to his child upon the value of which we are mutually agreed. His claim for religious teaching clearly lies at home, with himself; his conscience requires it, and his conscience must supply it, or else it lies with the religious sect to which he belongs. I cannot agree with Mr. Entwistle, that we have done the most important thing when we have guarded the conscience of the parents, because by his acceptation we give parents the power to oblige ratepayers to do wrong. To me it appears that we ought wholly to abstain from doing or enforcing the wrong; we ought only to enforce that which is confessedly for the advantage of all, but we ought to put no hindrance in the way of people themselves supplementing the common work with whatever further teaching appears to them to be necessary. I think we steer quite clear of the argument, on the ground of conscience, if we give time and opportunity for the common teaching to be supplemented by religious persons whose consciences require dogmatical religious teaching. We then neither enforce the wrong, nor prevent the right, and that I think is all the liberty that a religious man's conscience can require.

I wish to refer now to what national education ought to and might comprise. I think it is a very common argument with people who denounce secular education, to do it on the presumed narrowness of its sphere; and connected with this is the idea that the schoolmaster is not overtasked when, in addition to his ordinary duties, he undertakes the religious instruction also. But the form of Bill proposed by the National Public School Association, which I have handed in, prescribes within its day-school instruction the following subjects: reading, writing, grammar, arithmetic, geography, history; the various qualities and uses of objects, which must necessarily include geology, mineralogy, chemistry, natural history under its various forms, physiology, mechanics, hydrostatics, and pneumatics. And then we have the doctrines of morality, in which are involved social economy, or as stated in the Bill, truth, justice, kindness, forbearance, temperance, industry, frugality, and all other virtues conducive to the right ordering of practical conduct in the affairs of life. So that really this list includes all which can possibly be desired except sectarian doctrine. Here is surely work enough for one man or woman, and a knowledge of the general principles of all these things appears to me necessary

to

to constitute a good and useful member of society. As illustrative of the necessity, the utility, and the high importance of this teaching, I would beg to be allowed to read an extract from a speech by Mr. George Combe, of Edinburgh, delivered in the Corn Exchange at Manchester, on the 1st December 1851; one short extract I will read in order to show the positive importance of some of this scientific information, in order to enable a man to go through his duties properly. Mr. Combe says, "I lately ordered from London one of Platow's patent coffee-pots; it acts by the steam expelling the air from the lower part of the pot, and forcing the boiling water up into an upper chamber, to be there mixed with the coffee; when the steam condenses, a vacuum is produced in the lower chamber, and the pressure of the air forces the water down through the coffee into it. Its efficiency depends on a washer rendering the lower chamber air-tight. Every part of the apparatus was admirably constructed, except the washer, which had a flaw in it, and this rendered the whole apparatus unserviceable. If the workman who finished it had had science enough in his head to understand the use of the washer, he would as soon have sent out a knife with the blade broken off, as the coffee-pot with the washer in the state in which it was sold to me." That is a very familiar instance of the way in which an ignorant working man does constantly go wrong; and must continue to go wrong, apart from the scientific information which ought to be in every primary school, but it seems to me that national education only needs to shut out sectarian doctrine, it may comprise everything else.

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573. You think that doctrinal religion ought not to be included in the public school?—I think not, and I should like to give a few reasons why I think it ought not to be included. The first is, because a plan supported by general taxation ought to be equally available to all; but a school inculcating a creed cannot be equally available to all; and therefore it seems to me that the Rev. Dr. Hook rightly said, that the State cannot give a religious education, for to teach one religion would be unjust, to teach all absurd. The second reason is, because the Government is interested only in the well-being of society, which well-being, if it depends on religious teaching, depends not on the differential doctrines of the sects, but upon so much as meets with general acceptance; the Trinitarian cannot accuse the Unitarian of being a bad member of society, nor can the Calvinist accuse the Arminian. So that by not including the differential doctrines of the sects, I think we do no damage to our moral status. The third reason is, because, as members of society, we are interested only in the performance of the social duties, whilst, as members of different religious communities, we are interested in the propagation of our various creeds; but it is in the latter capacity alone that we are called on to make arrangements for our peculiar doctrinal teaching, and upon these organizations alone have we any claim for help in that matter. The fourth reason is, because there is cause to fear that very much time would be abstracted from the secular teaching to very little good result. I believe Dr. Campbell said, in a speech in Manchester some time ago, that he never knew a conversion as the result of day-school teaching; and Mr. Horace Mann, in his Educational Tour, first edition, p. 226, says, "After the particular attention which I gave to this subject both in England and Scotland, I can say, without any exception, that in those schools where religious creeds and forms of faith and modes of worship were directly taught, I found the common doctrines and injunctions of morality, and the meaning of the preceptive parts of the Gospel, to be much less taught and much less understood by the pupils than in the same grade of schools and by the same classes of pupils with us in Massachusetts." To a similar purpose does Mr. Herbert Spencer speak in his pamphlet, pp. 18 and 20: "Creeds pasted on the memory, good principles learned by rote, lessons in right and wrong, will not eradicate vicious propensities. Whatever moral benefit can be effected by education must be effected by an education which is emotional rather than perceptive. If, in place of making a child understand that this thing is right and the other wrong, you make it feel that they are so—if you make virtue loved, and vice loathed—if you rouse a noble desire, and make torpid an inferior one—if you bring into life a previously dormant sentiment—if you cause a sympathetic impulse to get the better of one that is selfish—if, in short, you produce a state of mind to which proper behaviour is natural, spontaneous, instinctive—you do some good; but

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but no drilling in catechisms, no teaching of moral codes, can effect this. Only by repeatedly awakening the appropriate emotions can character be changed." And this emotional teaching, I would remark, seems to me much more possible by means of anecdotes showing how the performance of kindly actions beget a return of kindness, and how self-reliance, and persevering industry, and high morality, are sure ultimately to be appreciated, than by any other means.

Martis, 12° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. T. M. Gibson.	Mr. Brotherton.
Mr. Christopher.	Marquis of Blandford.
Mr. Cobden.	Mr. Peto.
Mr. W. Fox.	Mr. Bowyer.

THE RIGHT HON. T. M. GIBSON, IN THE CHAIR.

Richard Cobden, Esq., a Member of the Committee, Examined; as follows:

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574. *Chairman.*] HAVE you any communication relative to the subject of education that you wish to lay before this Committee?—I have a statement here, on the part of a reverend gentleman from the United States, which I should wish to put upon the Minutes, and I will explain the circumstances under which I wish to do so. This gentleman is the Rev. Josh. E. Thompson, from New York, who is a member of the congregational body there, and a conductor of a religious periodical, who has visited England lately, and attended a meeting of congregational dissenters at Bradford, in Yorkshire, where he heard statements made with reference to the feeling that existed in the United States towards their system of common school education, which, he stated to me, he found so very erroneous, that he should have wished to have been allowed to state the truth in evidence before this Committee; but, being on his way to Egypt and Palestine, it was not in his power to remain here sufficiently long to proffer his evidence. I requested him to state in writing the facts of the case, and to inform me exactly what was the state of opinion in America, amongst the religious bodies, upon the subject of their common school system of education. I have just received a letter from him, dated 25th January, on the Nile, which contains, I think, a great amount of very valuable information, given by a party who has evidently especial means of knowing the state of religious opinion amongst the different bodies in America. I wish to put it in evidence. I have read it through; and I can state it is well worthy the perusal of every Member of this Committee.

575. Mr. *Christopher.*] Does it state the opinion of the religious body to which he belongs, or the general opinion of religious bodies?—No, he states the opinion of all the various religious sects and denominations in America.

576. Including the members of the Presbyterian and Episcopalian churches, the Roman Catholic, and all others?—Yes; he makes no exception of any religious denomination, and he gives some very interesting facts relating to the struggles that they have had in New York State to oppose the attempts of the Roman Catholics to endow a separate system of schools connected with the different religious bodies.

To *Richard Cobden*, Esq., M.P.

On the Nile, 25 January 1853.

Dear Sir,—I have not forgotten the request you made as I was about to leave London, that I would address you a letter, to be used at your discretion, touching the state of feeling among religious bodies, and especially among the Congregationalists, of the United States toward the system of common school education in that country. But the novelties of strange lands have so occupied my time and attention for the past two months, that I have

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have hardly given a thought to things in England, or even in my native land. Here, however, I find leisure to comply with your request, and am moved by surrounding circumstances to the consideration of the topic which it suggests—the common school system as it exists in the United States, and as it is proposed for England also, in its relation to the moral and the religious condition of the people. Here, where the traveller is continually reminded of the wealth and power of England, which over the grave of cities and empires have opened a highway to her dominions in the Indies, the thought of what that wealth and power may achieve, and the desire of England's prosperity in all material and moral interests as identified with the welfare of mankind, are even more palpably present than in Lombard-street or at Westminster. Here, too, in the midst of universal ignorance, superstition, and degradation, and surrounded with the evidences of a decay, from which not even the indomitable energy of Mohammed Ali has been able to recover one of the most fertile regions of the globe, one is impressed most deeply with the thought that neither a disciplined army, nor extent of conquests and of possessions, nor increase of commerce, of agriculture, and of manufactures, nor of all these combined, will suffice to elevate or even to save a nation whose people are left untaught. It is not amiss, therefore, that this letter should date from the banks of the Nile rather than from the banks of the Thames; yet, after so long an interval, and so remote from needful references, it should have remained unwritten, were it not that the point to which your note refers is one calling for simple testimony, and one upon which the testimony of persons conversant with the opinions of religious denominations in the United States is needed to correct the erroneous impressions of many religious people in England respecting the influence of a system of universal secular education upon the religious character of a nation. I was astonished at some statements made at the meeting of the Congregational Union of England and Wales, at Bradford, in October last, respecting the prevalent feeling of Christians in the United States toward the common school system of that country; to the effect that they are dissatisfied with that system, and are ready to abandon it because of its infidel or irreligious tendencies. I believe it was the expression of this surprise to you, together with a brief refutation of these statements, that prompted your request for such a letter as might be used in evidence in any future discussion upon that point.

The specific point of your inquiry does not call for any detailed exposition of the system of common school education which exists in many of the United States of America; and, indeed, such an exposition would be quite out of place in a letter to one who so thoroughly comprehends that system both in its theory and in its practical operation, and who is in all respects most competent to explain and to illustrate it to the people of England; yet in a letter designed for public rather than for private information, it may be useful to present succinctly the outlines of the system itself before considering its working from a religious point of view.

The system of common school education in the United States is not strictly a national system; it was not created by the general government, and it is not supported from the national treasury. The federal government, however, has testified its regard for the universal education of the people by appropriating a fixed proportion of the public lands in each territory before that territory is constituted into a State, and indeed in each district of a few miles square, throughout a domain of which 1,400,000,000 acres remain unsold, to be reserved for the purposes of education, under the direction of the local governments which may therein be organised. In this way the new states of the west have already been provided with ample funds for general education. In some of the older states such funds have been created by the sale of lands, by the revenue from public works, and by specific appropriations; while in others, the common schools are supported mainly by direct taxation. In the southern states generally, the existence of slavery proves a serious obstacle to any system of popular education.

The administration of the common schools in the United States is not regulated by any general law, but varies in the several states. In some, a yearly grant from the State treasury, or the yearly income of the school fund defrays all the expenses of the schools; in others the appropriation from the State is conditioned upon the raising of an equal or a given sum in the district where it is to be applied; in others, a direct tax is levied upon the inhabitants of each district for the support of schools within that district; and, in some cases, a merely nominal tax per head is raised from the children in actual attendance upon the schools, though this method is falling into disuse. So, too, there are different ways of appointing and of designating the school committees, boards, superintendents, teachers, or other officers who compose the executive force of the system. But the essential features of the system are these two, which are everywhere the same:

First, A provision at the public expense for the free education of the children of all classes in the community; and, secondly, the control of the schools in each town, each rural district, or each city ward, by local boards chosen by the resident voters.

Under some general statute, each particular community participating in a common fund or contributing its quota of a common tax, makes provision in its own way for the erection of school houses, the appointment of teachers, and for whatever is necessary for the free education of all the children within its limits. This education is of course only rudimental, so far as the great body of the children is concerned. It comprises, reading, writing, arithmetic, grammar, geography, history, and perhaps the elements of physical, mental, and moral science. But in many states there are also higher schools open by competition to all the pupils of the common schools, in which, without expense to the pupil, instruction is given in the classics, in the higher mathematics, and in all the branches of a liberal educa-

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tion. The course of instruction in the free academy in the city of New York, is quite as complete as that in some of the colleges of the London University. There are also Normal schools, maintained at the public expense, for the education of teachers, an important feature in the general system.

Such, in brief, is the outline of the system of popular education in the United States; it embraces no uniform provision for religious instruction. In some schools the Bible is used as a text book; in others, it is read at the opening of the school every morning, as a religious exercise; and it is a common thing to see the moral precepts of the Bible suspended as mottoes upon the walls of the schoolrooms. Where the reading of the Scriptures is a daily exercise, in some schools the common English version alone is used, and in others, though in very few, both the version of King James and the Douay version, according to the religious faith of the children, or the wishes of their parents. In some schools the Bible is never used, either for instruction or for devotion. The reason of this diversity is found in the fact, that the schools are under the control of local committees, which represent the views and feelings of the voters in their respective districts; a point to which I shall presently refer.

It is from this source, if any, that religious persons would apprehend danger to religion from the system of common school education. Infidels, Roman Catholics, errorists of every name, may chance to constitute the school committee in a given district, and though they may not attempt to graft their tenets upon the established course of education, they may ignore the Bible and its precepts in all the teaching of the schools committed to their care. In point of fact, however, Christians in the United States have not felt any serious alarm at this possible negation of religion under the common school system. Having been for years connected editorially with the religious press, I can say with entire confidence that there is not in New England, nor in the whole of the United States, a single congregational journal which is opposed to the common school system, as at present administered, nor do I know of any religious journal published in any of the six New England states that is opposed to that system; yet there could not be a greater diversity of religious belief than exists, for example, between the Calvinists and the Unitarians of Massachusetts; the one holding the divinity of Christ, and his vicarious atonement, and the other rejecting, or essentially modifying, both these doctrines; the one holding the universal sinfulness of mankind and their need of renovating grace, the other holding in effect the native innocency and the inherent perfectibility of mere human nature; the one holding the plenary inspiration of the Scriptures, the other rejecting this doctrine wholly or in part, and placing the Bible in every possible category from that of divine oracles and authentic records, to that of fabulous inventions or antiquated myths. And not only do these denominations differ thus widely in their articles of faith, but there has been between them much sharp controversy respecting doctrine, and much litigation respecting property in churches and in colleges founded by their common ancestors, when, as yet, there was unanimity of doctrinal sentiment among the congregationalists of New England. But notwithstanding this they have co-operated, without jealousy or suspicion, in the management of common schools. For many years the general superintendence of the common schools in the State of Massachusetts was committed to the Hon. Horace Mann, a decided Unitarian; but I never heard of an exception being taken to his official management upon the score of his religious belief, nor of any development of irreligion in the schools of Massachusetts while under his control. Since the election of Mr. Mann to the Congress of the United States, his post of secretary of education in the state of Massachusetts has been filled by Rev. Barnas Sears, D. D., a Calvinistic Baptist, with entire satisfaction to the Unitarian body. This example will serve to show to how small an extent the question of religion enters into the management of common schools in the United States, and how perfectly even those Christians who would be most jealous of any tendency to irreligion are satisfied with the present working of the system.

Another illustration of the same fact is furnished by the recent history of education in the State of New York. Some modifications of the common school system having been proposed, it was agreed by the Legislature to refer the whole question of free schools to the people at the polls. The question was reduced substantially to this; shall there be in the State of New York free schools, adequate to the wants of the entire population, sustained at the public expense, and under the control of local commissioners elected by the people? The vote by ballot upon this question, was to be simply "Yes," or "No," endorsed upon a ticket marked "Free schools." The question was discussed for months in every possible way, by the press, secular and religious, in popular assemblies, and occasionally in the pulpit. There was a strong opposition to the proposed basis of free schools; some maintained that education would be depreciated in the estimation of the people, by being made a matter of public charity, and therefore advocated a tax upon each child attending the public schools, thus making education cheap and common, but not free. But the opposition came chiefly from the farmers, who feared an increase of their taxes from a system of free education that should embrace the multitudinous population of the cities, as well as the sparer population of the country, and also from capitalists in New York, who are uniformly opposed to any increase of taxation. No opposition to this system was raised by any religious denomination, with the exception of the Roman Catholics, who were clamorous for a partition of the school fund, which would give to them the exclusive education of their own children in their own way at the public expense. I am confident that with the single exception of the Roman-catholic organs, no religious journal of any standing in the State took ground against the proposed plan of free schools; but on the contrary, all the leading

leading religious journals were its advocates. When we consider that the city of New York has much to fear from the irreligious influence of foreigners, who arrive at that port at an average rate of nearly 1,000 a day, and many of whom remain in the city, and in a short time acquire invested with all the rights of citizenship, and when we consider also, that the State of New York had recently been agitated by the opposition of Roman Catholics to the use of the Bible in public schools, so that public attention was fully aroused to the common school system in all its bearings, the advocacy of that system by the religious press, at a time when its merits were under discussion, with a view to its sanction or rejection by the people through the ballot box, must be taken as a decisive index of the views of Christians generally in that great State upon the point in question. The verdict of the people was in favour of free schools, by a majority of upwards of 30,000 votes; a much greater majority than is wont to attest the triumph of either political party in its most successful gubernatorial or presidential election. To appreciate the full force of this verdict, it should be borne in mind that the State of New York already had a system of common schools, the working of which had been tested for many years; that the operation of this system had become embarrassed by minor questions of taxation, and by the organised and persistent opposition of Roman Catholics; that the legislature of the State, not being able to agree upon any modification of this system, submitted to the people the question of its repeal, not with a view to abolish popular education, but to leave the way open for the construction of a system of education upon a new basis that should be satisfactory to all parties; but so jealous were the people of the substantive idea of universal free education, and so fearful were they lest that idea itself should be lost amid conflicting plans and theories, that they preferred to cling to an imperfect system, looking to future legislation for its amendment, rather than to risk the whole by repealing an existing statute, and thus submitting the question of common school education to mercenary calculations, or to the strifes of party politics. The question of repeal was in no sense a religious question; except from the Roman-catholic quarter, the religious element did not enter into it; and but for the pecuniary influences and their attendant political influences that were arrayed against it, the majority against repeal would have been increased fivefold. The details of the system have now been modified, and the decision of the State of New York in favour of free schools may be regarded as final.

The idea expressed at Bradford, that Christians in the United States are dissatisfied with the system of common schools in that country, must have originated from the fact, that one large and influential denomination, the old school Presbyterians, have recently taken action in favour of parochial schools as auxiliary to their churches. But I have the authority of the highest organ of that body, the "Presbyterian," a weekly journal, published simultaneously in Philadelphia and New York, for saying that this action is not to be construed against the system of common schools for general education, but it is only intended to secure a more religious education for the children of Presbyterians. Indeed the "Presbyterian" indignantly resented the charge of hostility to a system of general secular education either in itself or in the body for which it assumes to speak.

The old school Presbyterian Church, unlike the independent local churches of the Congregationalists, has a national and a territorial organization, terminating in the General Assembly as its head. Much of the strength of the body lies in the southern states, where the peculiar constitution of society renders impracticable such a system of public education as exists in the free states of the north and west. The only way, therefore, in which the Presbyterian body can discharge its conscience in the matter of education for the people of the south is by instituting parochial schools, and, to avoid invidious distinctions, these must be recommended everywhere within the bounds of the church. Moreover, this body is animated by a good degree of the denominational spirit, and is at once zealous for its institutions and its standards, and jealous for the spread of its tenets. I do not mention those things to its dishonour, but as the key to its movement for parochial schools. The occasional and limited movements of Episcopalians and of other religious sects in favour of parochial schools are fully explained by the principle of denominational action. It is not once imagined that such schools can become a substitute for the public schools of the State in the general education of the people. Parochial schools are instituted, not with a view to popular education, but to indoctrinate the children of each denomination in the tenets of that denomination, and also to proselyte the children of indifferent parents to the opinions of a given sect. Their basis is not popular, but sectarian, and if these are to supersede common schools it can only be by abandoning all thoughts of educating the people at large, and by leaving education as of old in the hands of priests and of religionists. The Christian people of the United States desire no such change; even the advocates of the parochial system do not desire it. I know of no religious denomination in the United States, and of no prominent religious journal, with the exception of the Catholics and their organs, that has taken ground against the system of common schools as a system tending to irreligion.

But the statement of the fact that the religious portion of the population of the United States is not distrustful of the common school system, is hardly a sufficient answer to your inquiry. It may be thought that this feeling of security is the result of indifference or of supineness through habit on the one hand, or, on the other, of an over-confidence in republican institutions. Before closing this letter, therefore, I will briefly advert to the principles upon which Christians in the United States advocate a system of popular education at the expense of the State.

In the first place, it is agreed among all parties, both in politics and in religion, that the education of the whole people is indispensable to the permanence and the prosperity of a free

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free government. Popular education must keep pace with popular freedom. Universal suffrage demands as its basis universal intelligence. It is a capital mistake to suppose that a just and liberal government has anything to fear from the diffusion of knowledge among its subjects. The ignorance of the masses is the only just occasion of fear under such a government. Even with the imperfect education of the people in the United States, the number of popular commotions and excesses during the last 30 years has not been a tithe of the number of such commotions in Europe. On this point the tabular view compiled by Von Raumer, in his accurate work upon the United States, is perfectly conclusive. "Lynch law" itself, the occasional administration of which in the frontier settlements has been so much exaggerated in Europe, is commonly but the going forth of the universal sense of law in the absence of its conventional forms, and this always disappears before free education and an enlightened press. The safety of free institutions in America, and the wise, equable, and peaceable administration of government there, which in these respects is surpassed by no government in the world, are owing to the general diffusion of knowledge among the people. Why is it that England feels hardly the remotest throe of the revolutions that from time to time upheave the Continent, but that in England under a free constitutional government, in which the popular element is largely recognised, thought is free, and speech is free, and the press is free, and to such an extent knowledge is free and general? When the people of England shall be blessed with universal free education, and with a cheap free press, then will her constitution of conservative freedom be so firmly established that she will sit serene upon her island throne when the mountains of tyranny upon the other side of the channel that washes her feet shall be overturned by the fires of freedom that are smothered, but not extinguished, at their base.

With the universal freedom that prevails in the United States no danger is apprehended to property or social order, because the laborious classes are sufficiently educated to understand something of the relations of capital to labour, and to feel that their own welfare depends upon the preservation of personal rights and of public law. True patriotism, therefore, the desire of preserving national liberty, public order and social happiness, as well as a regard for the advancement of the people in knowledge and in virtue, leads Christians of all denominations in the United States to favour the universal education of the people. Independently of the relations of knowledge to man as a moral and an immortal being, his political condition under a free government, and the interest of that government itself, require that every citizen should be educated.

Secondly. It is impossible to secure universal education, except through the agency of the State. I have entire confidence in the voluntary principle in all matters of religion and of Christian benevolence. For the support of religion I would recognise no other principle; the experience of all denominations of Christians in the United States has demonstrated the efficiency of that principle in sustaining their respective institutions, and in propagating the Gospel. The Congregational churches of Massachusetts and Connecticut are much more vigorously sustained at present by the personal contributions of their members, and they also accomplish much more for the evangelization of the people than formerly, when they composed the "standing order," and were supported by a local or state tax. In the United States Christians of every name agree in repudiating the connexion of Church and State as no less hurtful to the purity and the efficiency of religion than inconsistent with Christian liberty under a free government. I give this simply as their recorded judgment in their circumstances. But wedded as they are to the voluntary principle in all matters of religion, they do not scruple to call upon the State to make provision for the education of its citizens. This demand is based not at all upon religious grounds, though both the body politic and individual rulers are bound to act in all things under a sense of responsibility to God, but solely upon grounds of political expediency, as a measure of self-protection, as a condition of the preservation of liberty, order, justice, peace, and indeed of the very existence of society. The question of general education stands apart from all purely religious questions in its relations to State support. I would call upon the State to educate its people, not as a religious duty, but for its very life; to rid itself of pauperism and of crime, and to save itself from turbulence and revolution.

If, however, the State should make no provision for public education, the whole burden of its support would lie upon the few who have sufficient patriotism and philanthropy to incite them to such a work, and upon the various religious denominations that value education as a means of religious influence. But the proportions of citizens in any community whose public spirit would lead them to tax themselves largely for the public good is always small, and the revenue from such a source is always uncertain. To borrow the expression of the exiled Governor of Hungary, there are many men of mere trade "who calculate, but do not think," and a good cause must rely for sympathy and aid upon those who think. The opposition of many property holders in New York to the tax for common schools is significant of what would be the fate of public education if left to their voluntary support. In the new states of the west, the early settlers are so intent upon material improvements and pecuniary gains, that the intellectual wants of the people would be uncared for were it not for the reservation of government lands for the purposes of education. The State of Wisconsin, for example, whose population has doubled in each decade of the last 30 years, is peopled in the ratio of about 50 per cent. by German emigrants, who become thrifty farmers and shopkeepers, but who are not forward in matters of education, while of the rest of the population some are farmers from New England and New York, whose present resources are absorbed in the clearing and the stocking of their farms, the erection of buildings, and the securing of crops; others are speculators and adventurers

adventurers intent only on immediate gains, and others merchants and professional men subject to the pecuniary privations incident to a new country. In such a state of society how little wealth or influence would have been available at the outset for the cause of public education, but the grant of government lands for this purpose, operating as a stimulus to individual enterprise, has enabled that state in its infancy to make as full provision for the general education of its citizens as is made by the older states of the Union.

Without the aid of the State the provision for general education would devolve almost entirely upon that portion of the Christian community who value education as a means of the moral and religious improvement of the people. In that event, I do not doubt that the voluntary principle, acting under the inspiration of religious feeling, would accomplish all within the range of possibility of the Herculean task of educating a whole nation; but in the United States, so wide is the extent of territory, and so rapid the increase of population, that the utmost zeal of Christians, together with the healthful "provocation" of different denominations to "good works" can scarce supply the land with institutions properly religious; and even if the land should be filled with schools sustained by the various denominations of Christians, and regulated by Boards emanating from them, the prejudices of the non-religious community would deter many from sending their children to such schools, or pride would hinder them for accepting the education of their children as a religious charity. What Roman Catholic would send his children to a Protestant school? What unbeliever would choose to have his children taught in the tenets of this or that religious denomination? The provision of general education, by the voluntary agency of religious and charitable bodies, however liberal and complete, would be practically no provision for the masses of the people.

Any attempt of Christians of different denominations to unite upon a common basis of education would probably be unsuccessful. Such a union would almost of necessity be limited and temporary, for it would involve the sacrifice of what each would value most in a system of education claiming his special support, viz., his own views of truth; and no compromise could be adopted that would embrace Roman Catholics and the non-religious portion of the community short of a basis purely secular; but if the basis of popular education be secular, it were better to leave it to the State, which would provide for it more uniformly, more economically, and more efficiently than any rivalry or union of Christian sects, or than any private association of individuals. From whatever point the subject is viewed, it will be found that to provide for the education of the whole people without the aid and the agency of the State, is practically impossible.

Thirdly. A system of universal education, supported by the State, cannot embrace any instruction that is distinctively religious, except with the free consent of all concerned; it cannot do this, and be a universal and an impartial system. If I am a Jew, and pay my tax for the support of government, I am entitled equally with my Christian fellow citizens to all the benefits of government. To deprive me of any one of these benefits upon the ground of my religion, is an outrage upon my conscience, and upon the principle of religious liberty, without which there cannot be perfect civil liberty. There may be complete religious freedom under a despotism. No right of conscience may be invaded by a government as absolute as that of Turkey or Russia. But civil liberty cannot be complete while there is any restriction or disability remaining upon the citizen because of his religious belief. The highest toleration in matters of religion does not mark perfect civil liberty, because toleration implies the right to control the citizen in his opinions upon subjects that lie wholly within the domain of conscience. There must be full religious liberty in order to perfect civil liberty. In matters nothing, in point of principle, whether the restriction or disability to which I am subjected is direct or indirect, if, in point of fact, I am deprived of any common benefit of government because of my religious faith; then am I oppressed in my rights and liberties as a citizen by the very government which I support for the protection of both. As a citizen under a government that provides for the free education of the whole people, I pay my school tax, and am entitled to an equivalent in the free education of my children; or if there is no tax, I am entitled to the benefit of the public school fund. But as a Jew, regarding the New Testament as a fable, I would not consent to have my children taught from that as a religious book. If, therefore, the New Testament were made a text-book in the common schools, my children would be excluded from those schools because of my religious scruples, which the government of the schools would thus ignore, contemn, or outrage.

It would be vain to say that in such a matter I must acquiesce in the wishes of a majority of my fellow citizens. Conscience knows no majorities. The oppression of conscience by a majority is no more lawful and no more easy to be borne than the oppression of conscience by a despot. But for a school committee to stand at the door of a free public school with the New Testament in their hands, and say to me as a Jew, "Your children cannot enter here unless you will consent to have them instructed from this book," would be an oppression of my conscience. I could understand this as a Christian, if the majority in my school district, being Jews, should insist upon making the Talmud a text-book for my children; and, as a Christian, I can understand and feel this for the Jew. Upon the same principle, I, as a Protestant, have no right to insist that the child of my Roman-catholic neighbour shall read or hear King James's version of the Scriptures as a condition of attending a free public school, to whose benefits he, as a citizen, has an equal right with me. To him, that version is not the revealed will of God, but the text-book of a sect; the version made by members of the Church of England which the Church of Rome denounces

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nounces as heretical, and set forth as an antidote to Popery in a dedication by the translators of their labours to His Majesty as "the Defender of the Faith." The Roman Catholic looks upon King James's version of the Bible much as I look upon the Douay version. And as I would not have my children taught in the public school to "do penance" rather than to "repent," nor submit to such teaching as a condition of their going to the common school; neither would I insist that his children should be taught "repentance" and "faith," rather than "penance" and "good works" as the condition of their going to the common school, nor expect him to submit to such a violation of his conscience and his rights, at the dictation of a majority. The protection of my conscience in this matter demands an equal respect for his.

An impartial system of public education should be free from any religious bias. That it should be free from any sectarian bias all parties will agree. No denomination of Christians would consent that the tenets of another denomination should be adopted as a basis of religious instruction in the public schools. So long as there is no objection from any quarter to the simple reading of the Bible without note or comment, as a school exercise, it is desirable that it should be read; but if Roman Catholic, Jew, or unbeliever objects to the reading of the Bible in the public schools, because, in his opinion, the Bible itself is a sectarian book, then Protestant believers have no right to insist upon its being read because they chance to be in the majority. To do this would virtually be to legislate over the consciences of others whose rights are in all respects equal, and to compel them either to accept for their children a religious teaching, which they reject for themselves, or to forego, for conscience sake, all benefit to their own families from a system of public instruction for which they are taxed, and in which, as citizens, they are joint proprietors. It would be like opening at the public expense a fountain for the public benefit, and then insisting that no water should be taken from it, except in pitchers of a certain size and shape, and the product of a certain manufactory.

A system of general education provided at the expense of the State cannot embrace any feature of religious instruction except with the consent of all whose rights and interests are in any way involved in it. This is no new principle invented to meet the case of Roman Catholics, or of the emigrant population that now floods the United States. The early common school system of New England was not constituted upon a religious basis, even when the population was small and homogeneous, and of one faith, and when the parish and the town were identical. The Puritan settlers of New England made early provision for the education of their whole population. They taxed themselves for this in wheat, and in other products of the soil, when as yet the soil scarce yielded enough for their own sustenance; and in the language of the historian, Bancroft, which I quote from memory, "They erected the school-house by the road side, when as yet the road was marked only by the recent waggon tracks over the fresh sward." It was this early education of the people which more than any other single cause prepared them to assert and to enjoy their personal and national freedom. No one will accuse the Puritans of indifference to religious education, but this they secured through the church and the family. The common school, though indirectly under religious influences, was managed, not by the church, but by the civil community as a secular concern. The first Congregationalists of New England regarded it as the duty of the State to make provision for the education of its citizens, and felt that the most sacred interests of education were safe in the keeping of the whole community. Their descendants have seen no reason to doubt their wisdom in this matter.

Fourthly. Since a system of free schools, supported by the State, is the only practicable provision for the general education of the people, it is better that Christians should give to this their countenance and influence, than that they should attempt to create a division in favour of parochial schools, or the schools of voluntary societies.

We have seen that it is impossible to secure universal education except through the agency of the State. A despotic government might indeed compel all its subjects to be instructed by the priests of an established religion, or under their direction, and so secure the religious education of the nation from infancy upward, without the establishment of other than parochial schools supported by church funds. But I am speaking of a free government like that of England or of the United States; and it is plain from the reasons given under the second head, that under such a government there can be no adequate, practicable, and acceptable scheme of popular education except through the agency of the State. A system of free schools supported by the State is the only system upon which the whole people can be educated. It has been proposed in some of the States of the American Union that the school fund should be distributed *pro ratâ* among the various religious denominations, to be applied by them in the education of their own children in their own way. But what provision would there exist for the multitudes, far exceeding the number of any one denomination, who belong to no religious denomination whatever, and who would not avail themselves of any denominational school? The Roman Catholics profess that they would be satisfied with such a distribution of the school fund. But if the non-religious community were compelled to choose between schools distinctively Roman Catholics and schools distinctively Protestant, they would frequently choose neither, and a large proportion of the population, and that part most needing a public education, because having no other, would remain uneducated.

Moreover, such a system would increase the cost of education, and would foster in the State rival sectarian schools, and would train up the children everywhere in sectarian jealousies. Is it not better that the children of irreligious parents or the children of Roman Catholics

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Catholics should be taught to read, to write, and to cipher, even though they should not receive one word of positive religious instruction, than that they should be left in ignorance? And, seeing that the great body of such children cannot be reached by means of parochial or denominational schools, or by any "voluntary" scheme of education formed upon a religious basis, is it not better that Christians should unite in giving them the best possible secular education, than that they should leave them uneducated? If the ignorance or the scruples of the Brahmin or the Mohammedan lead him to refuse and even to despise my well-dressed meats and wheaten bread, shall I therefore withhold from him when famishing the coarse black bread, the lentils, and the doora that he will eat?

So far as the mass of the people are concerned the question is not between religious education and secular education, but between education and no education, between a system of common school education supported by the State, and therefore offending no man's pride as a charity, and no man's prejudice or conscience as a sectarian device, between such a system available for all and repugnant to none, and a state of general ignorance and degradation. It is not whether the child of the Roman Catholic or of the unbeliever shall be taught the Thirty-nine Articles or the Westminster Confession, together with the rudiments of knowledge, or whether he shall be taught these instead of the dogmas of the Council of Trent or of the French Encyclopedists, but whether as an embryo citizen of the State he shall be trained as a rational being, or left to the ignorance and stupidity of a mere animal life. If the circumstances of his position forbid us to do anything more, shall we not put the means of knowledge at his disposal? If we may not teach him "what is the chief end of man," or the sublime mysteries of the Athanasian Creed, shall we not at least teach him those three inoffensive yet most comprehensive lessons—to read, to write, and to cipher?

And further than this, is it not better that the children of irreligious parents should be brought into contact with the children of pious parents at the common school, than that they should remain apart from even this indirect influence of religion? Is it not better that the children of Roman Catholics should be brought into contact with the children of Protestants at the common school, than that they should be trained apart in sectarian bigotry? The astute Archbishop of New York is jealous of the influence of common schools upon the children of "the faithful" in his diocese, even though the Bible is not used in the schools for instruction or for devotion. Education, even in its simplest form, gives light. Education pursued in common with the children of Protestant parents gives greater light; and thus the way is opened for Sabbath schools, Ragged schools, and other positive religious agencies, to reach those who if approached religiously in the first instance could not be gained at all. Few Roman Catholics would send their children to a Protestant school, or to a school under the religious influence of Protestants; but on the other hand, few Roman Catholics would object to sending their children to a free school established by the State upon a basis purely secular. To insist that the common English version of the Bible should be read as a school exercise in a public school designed for all, and to which the Roman Catholic has an equal right with his Protestant fellow-citizen, would be an act of injustice and an oppression of conscience; but it would be no less impolitic than unjust. If the child of the Roman Catholic kept from the common school because the "Protestant" Bible is there read, should ask his parents why he cannot go to school with the other children of the village, he would be told, "Because the Protestants would there attempt to force upon him their religion," and thus his first idea of a Protestant would be as a religious bigot; but if the child of Roman-catholic parents should mingle freely with the children of Protestant parents in the secular school, and should hear them talk of the Sabbath school, and of the Bible read daily in their houses, he would by and by discover that there was a book that other children read and loved, from the knowledge of which he was kept through the bigotry of his own priest; and thus wonder might lead to inquiry, and inquiry to the knowledge of the truth.

The case thus hypothetically stated has frequently been verified in the United States. In point of fact, many Roman-catholic children are thus gradually and indirectly brought under Protestant influence. If Protestant evangelical Christians are wise they will seek first of all to have every child in the community taught to read, and will defer until some other occasion the question whether he shall read the Bible. Bible or no Bible, he must begin with the spelling-book.

Fifthly. The administration of a system of public schools established by the State does not necessarily involve any State control, but may be vested wholly in local boards emanating directly from the people of each district. This is a principal feature of the common school system in the United States. The State is employed merely as the agency for raising and disbursing the requisite funds; the specific application of these funds, and the course and method of instruction in a given district, rests entirely with the legal voters of that district, who choose by ballot their school committee or commissioners to whom are committed the selection of books and of teachers, and the regulation of the schools. In some States, as in Maine for example, the school district does not cover more than one or two square miles, and is constituted almost exclusively for the convenient administration of the common school fund. This feature of the common school system tends greatly to reconcile the friends of religion to that moral necessity which excludes from the system as a whole any distinctive religious element; for this secures to the Christian in the management of the common school the whole amount of influence that he as a citizen possesses in the community in which he lives. The school in his district is not under the control of remote state functionaries, or of officers deputed by the general goverment, but is proportionally under his own control as a resident voter, and as a voluntary, or perchance an elected inspector.

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In the United States there is no preferred denomination of Christians, no State church, no form of established religion; indeed, it is evident from the writings of John Adams and Benjamin Franklin, and from the contemporary journals, that the proposal to constitute the North American colonies into diocesan appendages of the Church of England, subordinate to the Bishop of London, was a principal cause of the separation of the colonies from the mother country. The modified connexion of Church and State which the Puritan settlers of New England, not wholly emancipated from the systems of the old world, instituted in some of the colonies, and which continued in some states after the Revolution, was hardly an "Establishment," in the English sense of the term; and under this, as I have already remarked, there was no attempt, on the part of the "Standing Order" of churches as such, to control the common schools. As Christian churches are now constituted in the United States wholly independent of the State, it would be impossible for any one denomination to gain the control of the public schools of the State. And even if there did exist an Established Church, the evil from that quarter might be guarded against effectually by placing the schools under the control of local secular Boards, elected by the people. By this arrangement, the common schools in the United States are entirely removed from the control of the State administration, or the "government," as it is styled in England; and also from the control of any one religious sect.

Sixthly. Experience has shown, that so far as the interests of religion and of morality are concerned, the control of the public schools may be committed with entire safety to the people at large, or to their chosen representatives in each school district. The great lesson taught by the experiment of popular institutions in the United States for three-quarters of a century is that of confidence in the people. That capacity of self-control, that innate sense of propriety, that moderation and stability of character commensurate with great responsibilities which the dense population of London exhibited as the funeral procession of the Duke of Wellington moved through the thronged but silent streets, and which elicited the commendations of Her Majesty's Government in the House of Lords, were, to an American spectator, but a confirmation of the fact so patent in all public movements in the United States, that the people may be fully trusted in the conduct of any affair in which their interest, their honour, or their welfare is concerned. The enlargement of liberty increases responsibility to its possessor, and the consciousness of liberty, joined to a sense of responsibility, leads to the truest and best conservatism. Men are not forward to injure themselves, to peril their own interests and rights; nor when clothed by suffrage with temporary and reversible power, to show by example how that power may be hereafter used against themselves. The labouring man in the United States respects the rights and the property of the capitalist, not only because he may have some vague notion of the relation of capital to labour, but because he knows that he himself may become the possessor of property, and may require the same protection of the law. No party in the ascendant dares to usurp unconstitutional power, lest at the next election the precedent should be turned against itself. In point of fact the principle of liberty works well. The spirit of liberty begets courtesy and forbearance toward the possessors of equal rights. The principle of the majority demands a spirit of mutual concession between fellow citizens and neighbours. There is practically no evil to religion from the manner in which the common school system is administered in the United States. In very many cases indeed, in the great majority of school districts, no objection is raised by any party to the use of the Bible in the schools as a historical text-book, or as a book of religious instruction. In other cases such objections are allayed by friendly intercourse between the parties. But where the objection is decided, it is wiser and better that Christians should yield the point than that they should introduce the Bible into the schools by the mere rule of the majority, which in other circumstances might impose upon their children the Talmud or the Douay version.

Few irreligious persons object to the reading of the Bible in the public schools. There is little danger that any class will seek to introduce into the schools an irreligious book. When the late Dr. Dwight entered upon the presidency of Yale College, the infidelity of the school of the first French revolution was becoming rife in the United States; some of the most prominent citizens were infected with it, and many young men of education were making it their boast. Dr. Dwight took a prominent position as a champion of Christianity, yet avowed infidels continued to place their sons under his instruction, and as he himself testified, would often put them under his special oversight, and request him to pay particular attention to their morals. The University of Virginia, originated by Mr. Jefferson, sometime President of the United States, was chartered as a purely secular institution, and it was the design of its founders to exclude from it all religious instruction; but the faculty and the students, by mutual consent and at their own expense, have made arrangements for the public preaching of the Gospel within its walls. The will of the late Stephen Girard, of Philadelphia, excludes clergymen of all religious denominations from the college that bears his name, even in the character of visitors; it forbids also the teaching of any religious creed and the holding of any public religious worship within the institution; but the common council of the city, in whom the control of the college is vested, a body elected by the people, and composed of men of every variety of religious belief, Protestants, Roman Catholics, Orthodox, Unitarian, Nothingarian, have uniformly appointed to the presidency of this college a man of high moral and religious character, and have favoured the use of the Bible as a text-book of morality. There is little cause to fear that irreligious men will seek to make the common schools schools of infidelity. In point of fact the school committees chosen by the people at large will compare most favourably in their moral and religious

religious character with any class of public functionaries in the United States or in England. The most irreligious community would hardly make choice of a profane and godless man for such a post.

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The only practical difficulty in the regulation of common schools in the United States has arisen from the Roman Catholics, who have demanded of late that the Bible shall be excluded from the schools. Many Protestants were alarmed at this demand, and resisted it upon the ground that the majority of the people of the United States are Protestants, and that Roman-catholic emigrants, admitted to citizenship, should conform to existing institutions. But there could not be a more fallacious or suicidal plea than this; for by parity of reasoning, if in any district the Roman Catholics should chance to be a majority of the whole population, they would be authorised to introduce into the public schools the text-book of their religion, in lieu of what they regard as the mere text-book of Protestants. Though the great majority of the citizens of the United States are Protestants, the governments of the country, state and federal, and the legislature, are not Protestant in the sense in which those are Protestant in England. The bench of justice is not sullied by the fact that the learned and estimable man who for many years has ably filled the post of chief justice in the Supreme Court of the United States is a Roman Catholic, and has in his own house a chapel for his devotions to the Virgin. The confidence of Protestants in Major general Scott, a recent candidate for the Presidency, and, under the President, the Commander-in-chief of the American army, is not impaired by the fact that two of his daughters are the voluntary inmates of a Roman-catholic convent. In the United States there is no just cause to fear the increase and the influence of Roman Catholics; they have no historical or ancestral claim upon the country; there are no decaying monuments of their former power to call for "restoration;" they have no affiliated party in the endowment of the State; their influence must be purely rational and moral; a cardinal appearing in the streets of New York in scarlet robe and stockings would excite the same sensation as would a Chinese mandarin, with his queue and slippers; he would inspire no terror in the populace, and would provoke no opposition; he would do nothing by cap and stockings, but must betake himself to preaching and the press, and to these he would be welcome as long as every child is taught to read in the common schools; the common school, even without the Bible, and without any distinctively religious character, is feared by those of the Roman-catholic clergy who desire to hold the people in ignorance and superstition; and the fact that it is feared by them, even when they can make no objection to it upon religious grounds, shows how little cause there is for Protestants to fear it—how much reason there is for them to sanction and to aid it. When the question of the repeal of the common school system was referred to the people of New York, the Roman-catholic press strongly advocated its repeal, and urged all true Catholics to vote for it; on the Sabbath preceding the ballot, the priests in many of the Roman-catholic churches in the city of New York charged the people to vote for the repeal of the school law. Yet in the sixth ward of the city, the largest Roman-catholic ward, and where a majority of the inhabitants are of that denomination, of several hundred votes there were only 11 cast for the repeal. Why was this? The penny newspapers, which everybody reads, had joined issue with the Roman-catholic journals, including the organ of the Archbishop, upon the question of public free schools supported by the State, and had called upon the Irish Catholic population to assert, against the priests, their right to an education for their children. And they did assert it. The question was between the schools and the press on the one hand and the priests on the other; and the Roman-catholic voters, advised on the one side by the penny secular press, and warned and threatened by the priests upon the other, decided the question against the priests.

There is nothing to fear from the Roman Catholics in the United States if they are wisely and kindly dealt with. There was reason in the demand that their children should not be compelled to read the Bible of Protestants in the public school or else to forego the privileges of the school. Wherever the question of reading the Bible in the common schools was settled affirmatively by the bare force of a majority, it was settled upon a wrong principle, and is likely to be agitated anew. But in some cases the question was adjusted by introducing the Douay version of the Scriptures for the use of Roman-catholic children, and in others by excusing Roman-catholic children from attendance during the reading of the Bible in the school; and in others still, by quietly withdrawing the Bible from the schools. In some one of these ways, a question which put the common school system to the severest test has been happily adjusted, and public confidence is more firmly established in the system than before. The good sense of a people trained to the responsibilities of self-government may be trusted to adjust any jarrings that may hereafter occur in the working of the plan of public education which they have proved by long experience, and which is always under their control.

The higher institutions of learning are more apt to be embarrassed than helped by any aid from the State; hence these, with few exceptions, are left to voluntary support. Most of these institutions are denominational in their character, and are sustained either from the treasury of the church to which they appertain, or from the treasury of a voluntary society which is supplied by contributions from local churches and from individuals, or by endowments from private individuals. In no country are such institutions so numerous, in proportion to the population, as in the United States, nor so flourishing if we consider their recent origin and the tardy progress of learning in any new country. The colleges of the United States are for the most part under some positive religious influence.

Moreover the mass of the people in the United States receive more religious instruction

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than do the mass of population in any other country. Nowhere are Sabbath schools sustained with such vigour and success; nowhere are educational asylums more numerous or more prosperous. The very existence of the common school system, creating a reading population, stimulates and encourages Christians to more energetic labours for the religious education of the people, in all such ways as are open under a free Government, and with a free press. The secular education of the whole people imposes upon Christians new responsibilities. But I believe it to be the almost unanimous opinion of the people of the United States, and especially of Christians in that country, that every child born within the State, or living under it, should be taught to read at the expense of the State.

You will smile at the question whether religion has anything to fear from this? Has Christianity more to fear from universal education than universal ignorance? Has Protestant Christianity more to fear from the intelligence of the people than from their stupidity? Are Christians reluctant or afraid to have men learn to read, unless their first lesson book is the Bible or the Catechism? If, with all the appliances of the pulpit and the press, the church and the Sabbath school, with their related domestic influences, Christians cannot take care of a reading population, without having the common schools also under their control, then let them abandon their vocation. If the world is to have no light but what comes in at the church windows, then let it go back to the dark ages. If the Gospel cannot cope with man when partially enlightened, then let him for ever remain untaught; let the peasant of England be transformed into the fellah of Egypt, and the darkness that broods over the land where Herodotus gathered history, and Plato philosophy, and Homer song, settle down upon the land of Bacon, of Locke, and of Milton.

But no such fate awaits England, the mother of science and of freedom, and, through her colonies and her commerce, the dispenser of science and of freedom to the world; England will yet give a free education to all her people, and will stand by the side of her first-born whom she tutored into freedom, the hope and the defence of liberty, of education, and of religion for all mankind. I am, dear Sir, very respectfully yours, *Jos. P. Thompson.*

John Watts, PH. D., called in; and further Examined.

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577. *Chairman.*] ON the adjournment of the Committee, you were giving some reasons why doctrinal religion ought not to be taught in day schools; have you anything to add upon that head?—Yes. I wish to draw the attention of the Committee to the fact, that whilst religion is by all persons allowed to be the most important kind of teaching, it seems by general consent to be allowed also that it is proper for a man to spend some four or five years in a collegiate course of instruction before he is considered competent as a public teacher of theology. I submit, that if this judgment be worth anything, that since all the teachers of youth cannot possibly be so qualified, and since early impressions are most important, that it would be wise in public schools to remit the doctrinal portion of the teaching into the hands of the gentlemen who have been specially prepared for it. It seems to me that if this be not done (and I think we have evidence in the Reports of Her Majesty's Inspectors upon that subject), that there is great danger of erroneous teaching, and of permanent false impressions. I would also submit, that if it were possible for the day-school teachers, with such opportunities of information as they have, and with such opportunities of study as most of them can command before they commence to teach in a day school, that if they be competent as theological teachers, then by implication the clergy and dissenting ministers are not needed, and schoolmasters might as well fill the pulpits as the day schools. But if the secular schools be good, if they be raised in character by including more scientific teaching, then it seems to me that the Sunday schools would rise in character likewise, and that they might be devoted exclusively to religious teaching, and that the teachers would be of a higher class, having received better primary instruction, and having received their religious doctrinal instruction from competent persons; and the various sects of religionists would be by this means relieved of the great expense of secular teaching, and be better able, by voluntary subscriptions, to support religious teaching in Sunday schools and otherwise.

578. Is not the religious teaching of the children of Churchmen provided for by canon law?—Yes; I believe the 59th canon of the Church of England makes it imperative on the clergyman to do such teaching himself; and I think, if we reason the subject out, the Committee will see that the dissenting ministers fill the position which was originally filled by ministers of the Establishment before dissent became important, and therefore, by implication, they should fulfil the clergyman's duty likewise; and we are justified in the conclusion, that if these religious duties were fulfilled, the religious teaching of dissenters'

senters' children would be provided for. I am aware that it may be said that the clergy and the dissenting ministers are not numerous enough for this work; but to me that is a very good reason for increasing their numbers, none whatever for shuffling off the duty.

579. In reference to the system of denominational teaching, as being the only practical system, do you know whether any large proportion of the working classes are wholly unconnected with religious denominations?—I know that in large towns a very large proportion of the working classes are wholly unconnected with all religious denominations; and it seems to me that these men ought not to be obliged to pay for the religious teaching which they do not accept.

580. Mr. *Bowyer.*] What do you mean by "unconnected with any religious denominations"?—That they do not attend any places of religious worship, or if they do attend, it is casually, sometimes at one, and sometimes at another place.

581. What proportion do you think there is of that condition in Manchester?—I have made many inquiries on the subject, and I know a great number of working men myself; the opinion varies to this extent; that in large towns from one in ten to one in fifty of the working classes are connected with religious congregations.

582. And the others are not?—Yes.

583. *Chairman.*] Do you mean the proportion lies in some number from one to ten?—Yes, the opinions of people vary; some say one in ten, others go so far as to say not more than one in fifty.

584. Mr. *Bowyer.*] One in ten, or one in fifty, have no religion at all?—No, I do not say that.

585. *Chairman.*] What you mean is this, that it is but a small proportion who avow themselves to be members of particular sects or denominations?—Yes.

586. They may entertain religious views, but they do not avow themselves to belong to a recognised denomination?—I should make myself best understood, by using a term that I used before the Committee on a previous day of my examination, by saying, that the bulk of working men do not accept the differential doctrines of the sects.

587. Mr. *Bowyer.*] Do you also say, that the majority of working men do not attend any public worship?—They do not regularly.

588. Mr. *Brotherton.*] Are they brought up quite in a state of ignorance; that is, that they have not been educated at all?—Certainly not, the great bulk of them; many of them have attended Sunday schools in their youth; many others of them have been brought up in ignorance with regard to religious instruction; and until the increase of denominational schools, very many children got their only instruction in what are commonly called dame schools, and went from thence to work.

589. Mr. *W. Fox.*] Does not something similar to that which you say applies to the working classes, apply also to other classes?—Not to anything like the same extent.

590. Not to the same extent?—To some extent it does; and to some extent, also, what is called respectability inclines people to connect themselves with denominations, when they really care very little about religion.

591. May people who pass for what are called the respectable classes, who are commonly classed as Church people, not be as irregular and casual in their attendance on the Church Service, and be as much in the habit of abstaining from communion, or what marks membership, as a large proportion of the working classes?—Many of them are, as far as my acquaintance goes; but not in the same proportion as the working classes.

592. The Marquis of *Blandford.*] Is it your opinion, then, that a large proportion who do not belong to any denomination whatever, are persons very inefficiently instructed in religious truth?—I have not the slightest doubt they are very inefficiently instructed in religious truth; and I hold it to be perfectly impossible efficiently to instruct in religious truth, and at the same time to give good secular instruction in the day schools. If I refer to my own experience, my first instruction was got in a Church day school, where I learned the Catechism; but that Catechism I did not understand at all for many years afterwards. My wish was, to point out here the fact, that working men who do not accept the differential doctrines of the sects cannot justly be taxed to

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pay for the teaching of those doctrines; but that all men may be justly taxed for the teaching of so much as is common to all, and for the general doctrine of Christian morality.

593. Mr. *Bowyer.*] How can you determine how much religion is common to all?—I am not quite sure that I can draw the exact line, but if I had time to consider the subject, I think I should not err very much. In looking over the doctrines of the different sects, it would be quite possible to run them out in parallel lines, and to get at pretty nearly the exact measure of how much might be taught without giving offence to conscience.

594. How many sects do you think there are?—According to "Evans's Sketches of all Religions," I think I remember somewhere about 150 in England.

595. Do you think you could define exactly what the doctrines of each of those are?—Yes, with the help of their own publications.

596. Would you not find considerable difference in each sect as to what their doctrines were?—Yes, if they were to be examined individually; but the doctrines of the sects as stated and by them publicly approved would be very easily got at.

597. Are there some sects which profess to have no strict standard?—Only one that I am aware of.

598. You are aware of Lady Hewley's case, where that point was brought out?—Yes. I commenced this head of my evidence by quoting the Rev. Dr. Hook; and I desire to close it with a reference to Mr. Baines, in order to show that the advocates of religious education do not always appear to attach so very much value to doctrinal teaching as at times we understand them to do; I mean doctrinal teaching in the public school. Mr. Baines said, in answer to Question 1871, last Session: "As education approaches to the combined principle, it seems probable that the only possible ground for it is secularity." Mr. Baines is himself the president of the Yorkshire Union of Mechanics' Institutions; and in connexion with many mechanics' institutions there are day schools; and in those day schools the differential doctrines of the sects cannot be taught. Mr. Entwisle, also, in an essay read by him before the Manchester and Salford Committee, near the conclusion, says, with the poet:

> Think not the faith by which the just shall live
> Is a dead creed, a map correct of heaven.

And the Very Rev. Dean of Manchester, in his evidence given here, spoke of the various forms of religion which exist amongst us as being only forms of one and the same religion, of different value. Speaking of the day school, he said: "The character of the school would depend altogether upon the competency and the character of the master; that the teacher might pave the way considerably without being a direct teacher of religion; that he might imbue his scholars with the religious sentiment." All this is quite consistent, I think, with a national plan of education.

599. *Chairman.*] The Rev. Mr. Richson, when he was examined, spoke of all the Manchester schools as denominational except two: the Mechanics' Institution School and the Odd Fellows' School. Was that, in your view, a correct description of the schools of Manchester?—It is not. I have noticed that frequent reference has been made to the Odd Fellows' School, and that of the Mechanics' Institution, as the only secular schools in Manchester; and various Members of the Committee have asked, at different times, why the National Public School Association did not set up schools to test the secular principle. I wish to remark, that if the secular principle needed testing, one school would be sufficient for the purpose; but as the National Public School Association does not interfere with religious organizations, but expects them to continue at work, the secular principle not being required to stand alone needs no testing; but there are schools in Manchester, which are called denominational by Mr. Richson, and which are practically secular schools. I have visited many of the schools, and have found that in more than one of those which receive help under the Minutes of Council, the Bible would not be used as a school book if the terms of the help under the Minutes of Council did not require it. I will read a statement made to me by one or two of such teachers: "Andrew Cuffe has been a teacher for 10 years, and for the last two years at the British School, Miles Platting, Manchester. The number of pupils is 280; varying in

in age from three to 13 years. The school is divided into four sections. The instruction is the usual course pursued in schools subject to Government inspection. No doctrinal religious instruction is attempted. The Committee of Privy Council require the Bible to be read, and it is so read (but without note or comment further than to impress moral precepts) by the two upper sections twice per week; but, if I could rule, the Bible should not be used as a class-book at all. I think religious teaching quite incompatible with the other duties of the schoolmaster, and believe it impossible to properly qualify for both. The pupils in my school comprise the children of adherents to almost every religious denomination, and many of no denomination. Scripture reading is not made compulsory upon children whose parents object, and I believe I have never lost pupils in consequence of the absence of religious instruction; but have, in several cases, lost the children of Roman-catholics, in consequence, as I believe, of suspicion on the part of their church authorities of their being present during the reading of the Scriptures. The school is opened with the reading of a prayer composed by Sir Benjamin Heywood, Bart. It is of a general character, and I, as a Dissenter, do not attach much importance to the daily reading of the same prayer. I think that nearly all the pupils attend Sunday schools, but not more than one-fourth of them attend the Unitarian school held in the same room. I am an Independent, and attend the Oldham-road Chapel generally. The mass of teachers with whom I am acquainted would, I believe, very much prefer that secular and religious instruction should be separated. I received the first portion of my education in a Church school, but would not like a child of mine to be taught the Church Catechism. My impression was at the time, that the Catechism was a bore; and as soon as I learned to reason, I cast it aside as erroneous." That gentleman is a teacher under the Minutes of Council. "John Ogle Curtis has been a teacher for 22 years; and for 16 years in the British School, Lower Mosley-street, Manchester. The school opened with about 30 pupils, and has gradually increased to the present number, 240. The instruction comprises the general routine required under the Minutes of Council. Would never use the Bible as a mere lesson book if the terms of the grant did not require it; does not attempt doctrinal teaching. The pupils are the children of parents of almost every denomination, and many, perhaps the majority of them, of no denomination. About nineteen-twentieths of them go to Sunday schools. Thinks the school discipline could not possibly be improved by the introduction of religious teaching. Has reason to be well satisfied with the results of his teaching, for he scarcely ever goes outside the door without meeting old pupils who are doing well in life. Thinks that for the schoolmaster to teach religion, must, even apart from the difficulty of properly qualifying for the work, interfere seriously with the general course of instruction, and prevent progress." Perhaps I need not trouble the Committee with reading more of those cases; I have another statement from James Gaskell, who has taught a school for 32 years; his is classed by Mr. Richson as a denominational school, but it is in reality a private school; and in this case no religious teaching whatever is attempted; but there is a Sunday school connected with the place, at which many of the day school pupils attend.

600. Has not the Bible been read there as a school book?—The Bible has not been read there as a school book.

601. Then it has not received any assistance under the Minutes of Council?—It has never received any help under the Minutes of Council.

602. Are we to understand from you, then, that in these schools which you have referred to, the religious instruction is, as it were, reduced to a minimum, and would not be kept up at all, except it was to comply with the requirements under the Minutes of Council?—The teachers would conform to the feeling expressed by the Very Rev. the Dean; they would endeavour, every one of them, to imbue the children with the religious sentiment; and I believe that their general impression is, that this is to be done better by the conduct of the teacher, than by any preceptal teaching; but they would not in any case attempt doctrinal teaching.

603. The Marquis of *Blandford.*] Is it your opinion that that is sufficient to give them those proper impulses which alone should guide their conduct in life?—My impression is, that we should not lower our moral status by not adopting what I call the differential doctrines of the sects in the schools. My reason

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for this opinion I gave on a former day of my examination, that the Trinitarian cannot accuse the Unitarian of being a bad member of society, nor can the Calvinist accuse the Arminian; and this I hold as demonstration, that moral conduct in society does not depend on the differential doctrines of the sects, but must depend on what is common to them all. I would apply the same rule to the Catholic and the Protestant, and even to the Jew and to the Gentile.

604. Mr. *Bowyer.*] Do you not think that by teaching children moral duty upon the principle of leaving out all distinctive doctrines, you would lead their minds to the belief that there was no such thing as religious truth, and the doctrines were a matter of indifference?—If there were no religious sects in existence, no doctrinal teaching to be had, no voluntary effort to offer it, then I think the position taken might to some degree be substantiated; but the fear expressed is the very complaint that I make against the proposed scheme of the Manchester and Salford Committee, which proposes to endow all religions, and to tax the ratepayers for the support of them all, and thus does absolutely put them all on an equal footing, and does absolutely teach that they are all of equal value.

605. Do you not think that it is important that every person should be a sincere member of some religious denomination?—Accepting the word in its widest sense, I do, and I am quite sure whenever you teach religion it will take a definite form in the mind of the pupil, but that form will depend very much on the efficiency of the teaching, and on the capacity of the pupil.

606. Do you not think that if you leave as a matter of indifference all distinctive doctrines, you will reduce religion to be something so vague that it cannot exercise any effectual influence over the mind or the actions?—I do not think so, since I am obliged to confess that all these various religions do exercise an effective influence over the mind and the actions, and therefore I am forced to the conclusion that sinking the differential doctrines would not produce such an effect.

607. You were understood to say that all these sects do produce, more or less, a good effect; do you think that proves that a person belonging to no sect at all would have the same advantage?—Provided he held the same sentiments he would have the same advantage.

608. Then you think the advantage is derived solely from something common to all sects?—I do.

609. Do you not think that "something common to all sects" is extremely vague?—It is extremely vague as I put it into words, but it would be clear enough if we had the doctrines of the various sects before us.

610. Could you give us any idea of what you mean by "common to all sects"?—I think I could. My opinion is, that the religious teaching which is given in the Irish schools approaches very nearly to what would be accepted by all sects; I mean that which is given in common, not that which is given at separate times. The common term under which it is included is the moral precepts of Christianity, and it would include the moral providence of God.

611. Marquis of *Blandford.*] What would be your object in proposing that even those moral precepts which you believe are common to all should be taught in the secular schools, when they would probably form part of the religious instruction given by the various denominations on those days?—It is important with me to combine in the day-school teaching all the good for which a teacher is competent, and which would not offend the conscience of any parent of a pupil. That is the reason why this moral teaching should be included; and I think it would be impossible for a school to be efficiently carried on without some degree of moral teaching.

612. Does not "some degree of moral teaching" involve some degree of doctrinal teaching; there are some sects which hold some things to be immoral which other sects do not hold to be immoral; where would you draw the line of distinction; there are certain persons who think that all things may be held in common; the general laws of society prohibit that; taking the doctrines of certain persons who hold Communist doctrines, how would you be prepared not to offend their conscience by moral teaching?—Your Lordship has in your question instanced a peculiar doctrine, Communism, and that peculiar doctrine would, in consequence of its being peculiar, be shut out.

613. Then there your system fails?—I think not; moral teaching could be as effectually given to the children of Communists as to the children of any other

other sect; Communists are most of them Christians, and the moral precepts of Christianity would apply to them apart from the Communist doctrine; but your Lordship must be aware that if a teacher were a Communist, he would quote Scripture in favour of it; that is another reason why doctrinal teaching should be excluded.

614. Mr. *Bowyer.*] I am not aware that in the Irish schools any religion at all is taught at the time of secular instruction?—As far as I understand, the teacher is not restricted from making reference to the existence of Deity and the superintending Providence of God, and to the good or evil results in this and in a future life as flowing from good or bad actions.

615. The Marquis of *Blandford.*] Do you mean to say that such doctrines as those which are included as part of that legitimate field which a teacher might work upon would not be offensive to the consciences of some persons who might be named?—I am not aware of any such persons.

616. Is it not a doctrine of the Unitarians to disbelieve in future punishment?—Not to disbelieve in future punishment; the belief of the different sects varies very much as to what future punishment is, but the Unitarians have as distinct an idea of future punishments as any other sect.

617. Mr. *W. Fox.*] Did you ever hear of a Unitarian congregation as a body that disbelieved in future punishment?—Never.

618. Mr. *Bowyer.*] Do you not think that the doctrine which you mentioned of the existence of a Supreme Being, without more, is, under the name of Deism, considered little better than a heresy by almost all Christian sects and churches?—If it be, I think the error is on their part, inasmuch as the doctrine is included in every Christian scheme.

619. The Marquis of *Blandford.*] Do you not think that many parents belonging to the communion of the Church of England, and who feel the immense importance of the doctrines, not only of the Church of England, but of most dissenting sects, namely, those essential doctrines of Christianity, including the atonement of our Saviour, would object very much to send their children to schools where they thought they might have a kind of vague theology taught them from the Scriptures?—I do not see why they should.

620. Mr. *Bowyer.*] Would they?—I cannot answer the question whether they would or not. I can give a reason why I think they ought not. I think they ought not to object, because under the plan as proposed by the National Public School Association, efficient arrangements might be made to supplement the common teaching by their peculiar teaching.

621. The Marquis of *Blandford.*] What do you mean by that "supplement the common teaching"?—To follow up the teaching of the school with the teaching of doctrines after or before the regular school hours.

622. Alluding to the vague doctrines of moral theology which you are speaking of, would not many parents consider them highly objectionable for their children to learn?—I have no doubt that if those doctrines were taught alone, and everything else restricted in the school and out of the school, then parents would feel it very highly objectionable; but if supplementary arrangements be made (and they could readily be made) for giving all the teaching which a member of the Church of England would desire, I cannot conceive why there should be any more objection to a school thus conducted than there is to a dancing school, or any other school which follows any one branch of secular teaching alone.

623. Mr. *Bowyer.*] Are you aware that the Church of England considers all morality, right and wrong, to spring from faith, and from Divine influence?—I am.

624. Do you not think that the moral teaching which would, so far as teaching goes, make the children Deists, would be objected to by members of the Church of England?—I can only give the answer which I have already given, that if there were no arrangement to supplement that teaching, then it would be very much objected to.

625. That is not an answer exactly; that teaching taken by itself, without more, would make the children Deists?—It might do so, but not necessarily.

626. It would do so; you said it might be supplemented?—Yes.

627. Do you not think that the parents would object to their children being made in the first instance Deists, even although it might be open to them to supply the omission afterwards?—My impression is, that every child must be a Deist before he can be a Christian.

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628. Is that so practically?—Intellectually it is; and I think the growth of faith does not depend upon preceptal teaching.

629. Do not Christian parents teach their children Christianity as soon as they can teach them anything?—They attempt it generally, but I believe they fail until the intellect is considerably developed.

630. Do you not think, teaching children Deism in the first instance, leaving Christianity to be added, or not added, as the case might be, would produce an impression on the mind of the child more favourable to Deism than to Christianity?—I do not think it follows, else it ought to follow that the impression produced on my mind by the teaching of the Catechism of the Church of England should have produced that impression which certainly it did not.

631. *Chairman.*] You mean, with regard to the supplementing, that there are already large funds set apart, and a very powerful establishment, for the purpose of teaching the doctrines of the Church of England; and if that establishment does its duty, and those funds are properly applied, there can be no lack of doctrinal instruction to the children of the members of the Church of England?—I can have no difficulty in answering that question in the affirmative; and further on I shall show, also, how such schools could be connected with the plan of National Public School Association and could continue their own peculiar teaching.

632. The Marquis of *Blandford.*] Do you not think that the two systems are so diametrically opposite, namely, the one of revealed Christianity, which is professed by the members of the Church of England and other dissenting communities, and that of the moral theology which would be inculcated in the schools during the week days, that the child would be learning one thing during the week days, which would be opposed to that which would be instilled into his mind on the Sunday?—I do not think there is any opposition in the case; I think the teaching of the day-school, if it produces its proper effect, is necessarily the first portion of Christian teaching; I think the child must realize the idea of God before he can take another step in Christian doctrine.

633. Mr. *W. Fox.*] In consequence of your saying that you were aware that the Church of England resolved all morality into faith, I wish to ask whether you are acquainted with a volume of lectures introductory to the study of moral philosophy by the present Bishop of Hereford?—I have not seen them; but I am aware that the present Dean of Hereford has spoken very favourably of the National Public School Association plan of education.

634. Mr. *Bowyer.*] Do you not think that there is an inconsistency between a moral system arising only from the existence of God, and a moral system arising from faith in our Lord and divine influence?—I do not see the inconsistency. I could quote various sources for moral teaching, none of them inconsistent, else they could not all be moral; because morality is unique.

635. Do you not think the rule of obligation being different in the two systems make them inconsistent?—No, not at all. There may be several rules of obligation for the same teaching, and to my mind they must be consistent, else they could not conduce to the same end.

636. Are you aware that an article in the Church of England holds that good works done without faith are in the nature of sin?—I am; and I am also aware that members of the Church of England do a very great deal to induce good works where they cannot teach their peculiar doctrines.

637. Do you not think that that doctrine, that good works without faith are in the nature of sin, is inconsistent with the species of obligation which you propose to teach?—I do not. I think that faith may come out as a result of the kind of teaching that would be given in the National Public School Association.

638. Is not the source of obligation different?—Yes, the source of obligation is to some extent different; but, as I have already stated, there might be several sources of obligation to produce the same result.

639. *Chairman.*] Are you aware that members of the Church of England are not bound by the articles of that Church?—I am quite aware of it; nor are the clergy apparently, or they understand them very differently.

640. The Marquis of *Blandford.*] You stated that every child naturally was a Deist?—No, my Lord; but that every child must realise the idea of God, before he could take a second step in Christian teaching.

641. You agree that the natural state of a child, or of any human being, would

would be Deism, without any further instruction?—I cannot give a direct answer to that question; it would require some thought on my part before I would answer at all.

642. Mr. *Bowyer.*] The child is taught the Lord's Prayer as the first thing?—Yes, commonly by Christian parents.

643. Does not the parent tell the child whose prayer that is?—Doubtless.

644. Does not the child therefore know, as early as possible, who our Lord was?—As early as it is possible for a parent to teach it.

645. And as early as it is possible for the child to understand any religion at all?—Yes, the first idea must be of God; the second idea may be of Jesus Christ.

646. The first person before the second; do not in point of fact the two come together?—I cannot conceive of two ideas at the same moment.

647. The Marquis of *Blandford.*] Is it not your opinion, that the doctrine of Christianity, as revealed in the Church of England, and believed in by most dissenting communities, is one that is rather opposed to the natural state of man?—I am not sure that it is opposed to the natural state of man. It carries him onward from his natural state, but I cannot see the opposition.

648. Does it not teach him not to rely on his own merits, but the merits of another person?—That teaching varies according to the different sects.

649. But we are speaking of the Church of England, and many of the dissenting sects?—In the Church of England it does.

650. Then, on the other hand, the doctrines and moral precepts, and natural theology (as we have used that term), which would be inculcated on the week days in those schools, are not opposed to the natural state of man, but rather in accordance with his natural desires, revealing to him no higher object than the obtaining those merits, on which he might rest himself?—I cannot still realise the idea of opposition, and many eminent members of the Church of England teach the doctrine of self-reliance, quite as fully and as well as do the dissenting sects who do not accept that doctrine.

651. *Chairman.*] You do not recommend, or the society to which you belong does not recommend, that anything should be taught that should have a tendency which would render it difficult for persons to embrace doctrinal religion afterwards?—Certainly not; on the contrary, we give every facility for the teaching of the different sects.

652. It is not hostile to religion?—Decidedly not, but is a necessary preparative for efficient religious teaching.

653. The Marquis of *Blandford.*] Do you intend this national system as an universal system?—We intend it to be made capable of universalising itself. Our proposition is to make a beginning, and to give it the power of expansion, so that it may become national.

654. You propose by it that the community should be taxed for its support?—To whatever extent it is adopted.

655. Then are you aware that at the same time there are many persons who do object to what is termed and known as the secular system?—I am quite aware of that, and I think they only object because they do not understand it; because they have not paid a sufficient amount of attention to understand it properly.

656. If it were put to you that some dissenting sects objected to the doctrines of others, you would not answer in that way, and say, "Because they do not understand;" you would give due weight to their objection?—I should at once.

657. Mr. *Bowyer.*] Are you of opinion that all religions and sects are equally conducive to good conduct?—So far as I know them existing in England, I cannot make out any practical difference.

658. Supposing one religion to be true, and another to be false, do you not think that the Divine truth of a religion would make it more effectual as a moral rule of conduct than another which was false?—Decidedly; but I do not think that any one of the religions existing amongst us is wholly false. Things exist only by virtue of the truth that is in them.

659. Supposing there is some truth in all of them, do you not think that a religion which, besides that common truth, is altogether true in every other respect, would be more effectual as a rule of conduct than one which, besides having that common truth, has also falsehood and error?—Accepting the truth, I must of course say that the pure truth would be a far better guide than truth and error mixed.

660. You think a system that is altogether true would be more effectual for society?—Decidedly.

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661. Then where religions are inconsistent, one of them must be untrue?—Partially.

662. So far as they are inconsistent?—Decidedly.

663. Are you aware that there is any one religion which is wholly true?—I am not quite sure; I should not like to answer that question; that would be to presume myself better acquainted than I am; I would not like to say that my own opinions are wholly true positively.

664. You spoke of opinions; you do not conceive then that there is any certainty in religion?—I do conceive of certainty in religion; but connected with that certainty I find creeds about which men differ in every sect.

665. Men differ on other subjects; is not some one creed true?—In answering that question I must give my own creed as the true one, which you will, in all probability, object to. Then, believing my own creed to be true, I cannot ask you who object to it to be taxed to teach my creed.

666. Do you not think, there being some one creed true, that there is danger in teaching children a system from which a child would naturally conclude that differences of creed are indifferent?—I do not; nor do I think that the child would naturally conclude that.

667. The Marquis of *Blandford.*] You propose that the country should be taxed to teach no creed?—Yes.

668. Are there not persons who would object to that system of education?—I have no doubt there are; but their objection would be a political objection, with which I think Parliament is at any time competent to deal.

669. Mr. *Bowyer.*] Do you not think that there are many people who object to the creed commonly called Deism?—Many; members of the National School Association amongst them.

670. Do you not think they would object to their children being in the first instance taught Deism?—I have not accepted, nor will any member of the National Public School Association accept, the term Deism as the teaching of those schools, therefore I do not think the question can apply to the teaching of the National Public School Association.

671. Mr. *Christopher.*] Do you not think that a large portion of those persons with whom you are acquainted, who hold not exactly all the doctrines of the Church of England, such as the Wesleyan Methodists, Presbyterians, or the Church of Scotland generally, would object very strongly to a system of instruction in which there was an absence of religious teaching?—They would unless conveniences were given for religious teaching to be supplementary to the common teaching.

672. Do you not think they would object to the first instruction being given which would be conveyed entirely in the absence of religious teaching?—If they did, I think they would object unreasonably.

673. The Marquis of *Blandford.*] Are there not two other classes of persons who have been examined before this Committee holding each different views, one represented by the Manchester and Salford Education Bill, and the other represented by Mr. Baines?—Yes.

674. Do they not both of them object to the National School system as being a secular system?—They have other objections; they both object to it as a secular system, and the Nonconformists, as represented by Mr. Baines, object to it also as a religious system.

675. Mr. *Christopher.*] What do you mean by "political objection;" you said it was not a religious objection, but a political objection; what is your definition of a political objection?—I explained in my former examination, and I will now repeat, that in all secular matters we are guided by experience; in religious matters we are guided by conscience. In matters which are not the subject of experience, any objection that is put would be a religious objection; in matters which are the subject of experience, or in which there is common agreement, any objection will be a political objection, and will not apply to what we commonly call conscience.

676. Marquis of *Blandford.*] Should you not say that an objection to a secular system, from there being an absence of religious doctrinal teaching inculcated with it, would be a conscientious objection rather than a political objection?—It will be a conscientious objection in the sense of its being a real objection which the individual feels, but it will not be an objection on the ground of conscience in the religious sense; because if I read over the whole of the subjects which would be taught in a secular school, no one, whatever

ever may be his religious opinions, will be able to take objection to any one of those subjects, and therefore his conscience will not be violated by the eaching .

677. Will it not be an objection to the absence of what is not taught rather than what is taught?—It would; that would be what I call a political objection.

678. Is it not a conscientious objection, and therefore a real objection?—A conscientious objection in the sense of a true objection, and a real objection because all political objections are real; but an objection with which Parliament is quite competent to deal.

679. If it should be the opinion of any individual that it was his duty as a parent to inculcate religious truth on every opportunity to his child, and he found a system that did not inculcate religious truth, would not that be a conscientious objection?—The parent would have the opportunity of inculcating religious truth.

680. The question was, whether the objection of a parent to a peculiar system of teaching, which did not mix up religion with it, when he thought it ought to do so, would not be a conscientious objection?—Since he could not take objection to the religious teaching which we gave, I do not think it would.

681. Would not the objection which he would take be a conscientious objection, since it violates his own notion of what was right?—I cannot answer the question in that form, because I hold it would not violate his conscience.

682. Mr. *Bowyer.*] Are there not many Christians who would object positively to a system of morals not based on Christianity?—Yes, there are many.

683. The morals taught in your school would not be based on Christianity, but merely on a belief of the Supreme Being?—That does not follow. I have not said so.

684. The question has reference to the school, not to the parents' teaching. Are there not many parents who would object to a child being taught in a school a system of morals separate from and wholly independent of the Christian religion?—I have already answered that question in the affirmative, that there are many persons who would so object.

685. Mr. *W. Fox.*] But do you not consider the school as the sole agency in any case whatever of what is properly called education?—Decidedly not; the secular system of instruction, as put forward by the National Public School Association, is put forward to give as much teaching as can be given justifiably upon a rate-built system.

686. Mr. *Bowyer.*] Would not that school, according to your plan, teach a morality not based on Christianity, but based merely on the existence of God?—Any teaching which the teacher might give he would base, in all probability, on the existence of God; as in an ordinary conversation we may refer to the existence and providence of God; but we do not feel inclined, if we correct a workman, to go into special doctrinal teaching in order to show that he has done wrong.

687. Is it not essential to Christianity that all moral obligation should be based on Christianity, and arising out of it?—Undoubtedly it is, and Christianity itself has for its basis primarily the doctrine of the existence of Deity. I confess I do not see my way to any clearer explanation.

688. Mr. *Christopher.*] Is not your principle this: you think by giving secular instruction alone in these schools, that what you call religious instruction might be supplemented by the clergymen or ministers of religious denominations?—That is precisely my view, adding also the parent.

689. Then, holding that view, do you consider that religious instruction in some form or another, out of the schools, is an advantage?—That it would be given, certainly.

690. And that it would be an advantage to the pupil?—Decidedly.

691. Did you not state some time ago, that from your own knowledge and experience of the working classes, you were of opinion that 1 in 10 or 1 in 50 had no fixed religious opinions at all?—Not that they had no fixed religious opinions.

692. But that they did not belong either to the Church or to any acknowledged sect?—Yes.

693. Then, admitting it was true that there was only 1 in 50 who did belong

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to any acknowledged sect, how would you supplement that religious instruction to which you have referred, in those schools in which the rule was secular instruction?—I think that is a field for existing religious organisations, and for further voluntary effort.

694. And that you would entirely leave to voluntary effort?—Yes.

695. But suppose the parents of these 49 children did not belong to any religious denomination whatever, as you stated, how would these children receive by voluntary efforts, or any efforts at all, any religious instruction?—There are very many agencies now at work which induce those children to go to Sunday schools, and those agencies would work also to induce them to attend the extra hours of instruction, which instruction would be wholly religious; and the agencies would be the more active, inasmuch as the existing organisations would feel that this religious instruction depended wholly on them, and feeling their responsibility, they would do the work very much better than it is now done, when nobody knows whose duty it is.

696. Then upon that system there would be constant efforts, according to your views, of people holding totally different religious principles, to obtain as many children as they possibly could to be proselytes to each particular sect?—I dare say there would be, and there is a constant effort to some extent amongst these various sects, at present, in the same direction.

697. Do you hold that that would be a useful system of what may be called national education?—I think it would be very much more useful than that which obtains at present, and it would be the only just course.

698. *Chairman.*] Would not the fact of these children being collected together in a room, even if it were only for secular instruction, place them all within the reach, as a matter of convenience, to the religious bodies, and give to the religious bodies a knowledge of the existence of these children, and make it a more practicable thing to induce them to come to the Sunday schools and other places where religious instruction was given?—I think it would be a very great convenience, and the discipline of the day school would assist the religious school very materially.

699. Have you not heard it stated that one advantage of collecting the militia together was that these young men could receive lectures, and also many useful and religious branches of instruction, whereas they could not be communicated with at all, if they had been dispersed separately about the country?—I have not heard that, but I can easily conceive the utility of such a course.

700. Would not the same thing arise in the case of these schools?—Exactly. I wish to draw the attention of the Committee to the fact that the strictly secular principle is now in practice, and has been tested in other schools than those of America; and of the Mechanics' Institution and the Odd Fellows' School in Manchester. There are in existence at present in this metropolis, conducted upon the purely secular principle, the British and Foreign School at Camberwell; the Birkbeck School at the London Mechanics' Institution; the Finsbury Birkbeck School; the Paddington and Marylebone Birkbeck School; the Bethnal Green Birkbeck School; the Vincent-square Birkbeck School; the National Hall School, Holborn; Mr. Brooks' School in John street; Mr. Angell's School, that is, the Odd Fellows' School at Manchester; and the Williams Secular School at Edinburgh; two Glasgow secular schools; and latterly another has been established of a very efficient character at Peckham, and is taught by Mr. Shields, the former teacher of the Odd Fellows' School at Manchester. I have visited most of these schools, and have seen the course of teaching, which is of a very high character; and it has one peculiar feature, which is very much worthy of notice; the teachers call it social economy. I dare say it would be better understood by being called generally political economy, inasmuch as it includes the doctrine of self reliance through industry, perseverance, and constant forethought; and it includes the doctrines of property as they are held in this country, together with the gold and currency theories; and I have heard it said by Members of the House of Commons that the teaching in these schools is likely to produce a very much higher knowledge of general political economy amongst the working classes than that which any class in society at present possess. If I may be allowed, I will just read an extract from the prospectus of one of these schools. This is the prospectus of the Odd Fellows' School at Manchester. "The course of education is purely secular, it being the opinion

opinion of the directors of the school that the teaching of religion does not come within the legitimate domain of the ordinary teacher or schoolmaster, but is a responsibility resting upon the parent and the clergyman, and one which can be duly and properly performed by them only. The subjects taught include lessons on objects, reading, writing, arithmetic, book-keeping, English grammar, composition, history, geography, drawing, and vocal music; the elements of algebra, geometry, mensuration, mechanics; the natural sciences, including natural philosophy, chemistry, &c." I would also remark that most of the teaching in the mechanics' institutions is in accordance with this theory; in the Manchester Mechanics' Institution they have not even the Bible in the school, and they conduct it strictly on the secular principle. I have also here three documents regarding the Dutch schools; one of them is drawn up by Mr. Donker Curtius, an advocate of Amsterdam, and is communicated through Mr. Charles Holland, of Liverpool. The second is from Mr. A. Von Ryckervorsels, of Rotterdam, who has been for 30 years a member of the local school commission, and 12 years a member of the Chamber of Representatives. That is addressed to myself.

Vide Appendix.

Vide Appendix.

701. Mr. *Christopher.*] Are those communications from these individuals to you as to the principles on which certain schools are founded in this country? —No; they are an account of the public schools of Holland, which I wish to put in for the information of the Committee, in order to show how education in Holland is conducted. I have a third, which is communicated to the Executive of the National Public School Association by Mr. H. Sigismund Strauss, the consul of the Netherlands, in Manchester, and which is authenticated with his official seal; I have before me a translation of it. The other two communications mention religious teaching, and in other respects they vary some little from Mr. Strauss' information. Mr. Strauss only, of the three, gives an exact description of the origin of the religious instruction, and how it is conducted. I wish also to remark, in connexion with this subject, that statements were made over and over again by Mr. Richson, that the secular schools in Manchester were not full; that there was no apparent demand for secular schools; and he stated expressly, there was a great deal of room in the Mechanics' Institution unoccupied. I have before me now a statement on the part of the Directors of the Mechanics' Institution, from which I will read an extract. They are about erecting a new building at a cost of 6,000*l.*; their reason for doing so is, of course, the insufficiency of the present structure. "The building in Cooper-street covers an area of 750 yards, 400 of which are occupied by a lecture theatre, considered essential at the establishment of the institution, and to which the building was too much sacrificed; leaving only 350 yards for the library, reading and class rooms, some of which are so dark as to require that gas should be burned during the whole day." Again they say: "The cellars in which the evening classes assemble, frequently to the number of 140, are seven feet below the level of the street, and only eight feet high; and the atmosphere is so bad, owing to the impossibility of proper ventilation, that many really anxious to attend are kept away. For the same reason the chemistry class has been wholly abandoned; and a further decrease in the number of members must ensue, unless these evils, the importance of which can only be appreciated by those who are familiar with the institution, are at once removed." In order to certify the truth of that statement, I went through the institution with the secretary. I may state that I have been a member of the institution thirteen years, but never in the classes. I went through the whole of the institution with the secretary, and I was obliged to be led by the hand by him in order to get through the various passages in their underground class rooms; and I can only compare the atmosphere of those rooms to the atmosphere of a vault under a church. I do trust that the impression that appeared to be made by Mr. Richson's statement, that the room in the Mechanics' Institution was not full, will be sufficiently replied to by these facts.

Vide Appendix.

702. *Chairman.*] What is your impression as to the working of the Minutes of Council?—I have no sympathy with the fears of those who advocate the voluntary system, that Government aid will hinder the progress of education; but, on the contrary, I believe we owe the improved quality of education in the present day more to the operation of the Minutes of Council than to any other source; still, I would take leave to state one or two objections not hitherto given in evidence. It seems to me very inadvisable that the central Government, or rather a committee of the Government, should undertake to educate

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and form the characters of the people. I believe that according to the British constitution the Crown can only rule according to law, but our schools are now ruled by minutes which have never been embodied into law, and are subject to alteration any day without notice, and without appeal. Thus almost immediately after the installation of the late Government, a point of so much importance as to have been refused by the Right Honourable Lord John Russell during a series of years, was conceded to the National Society; and I think that one of the last acts of the previous Government, of which Lord John Russell was Prime Minister, was to allow of the use of Parliamentary grants to teach Judaism, whilst every Government has hitherto refused to admit what to me are the only unobjectionable schools, namely, the purely secular schools whose teaching no one can object to. Thus funds, which all sects and all parties alike contribute to, are liable to capricious distribution, and I believe that it is now contemplated to introduce a new minute, undoing, or partially undoing, the concession made by the Right Honourable the Earl of Derby to the National Society.

703. Are not the advantages of the Minutes equally open to all and upon the same terms?—It is often urged that they are equally open to all who choose to accept the terms; but if the terms be such that some cannot accept according to their conscientious conviction, it seems to me the plan is as equally unjust as if it excluded some parties by express words.

704. Mr. *Bowyer.*] Who are those that cannot accept?—The Congregational Union of Independents and Baptists, and some of the sects of Methodists object on that ground.

705. On what ground?—That they cannot accept rates for religious teaching; and they equally object to pay rates for that purpose.

706. *Chairman.*] Is it within your knowledge that a section in the church object to schools being aided on the condition that the catechism should not be taught as a necessary condition to every child that comes there?—I believe it is the rule of the National Society that the catechism should be taught to all the children who come to their schools, but the Manchester and Salford committee, in their plan of education, wish that rule rescinded. I wish to say, that in my opinion the Dissenters are not less interested in education than the Church, and yet I believe that the Church has hitherto got somewhere near five-sixths of the whole sum of money distributed under the Minutes. This inequality, it appears to me, arises in a considerable degree from the fact that the Minutes require religious instruction, and that the Dissenters, who object to rate-paid religion, consistently object also to receive, as they object to pay rates for such purposes.

707. Mr. *Bowyer.*] Do you think they are right in their objection to receive?—Yes, I think they can only be consistent by objecting to receive when they object to pay.

708. Do you think they are right in objecting to pay?—Perfectly right. Their virtue, it appears to me, is doubly taxed; they are forced to pay, and get no return for what they pay, but on the contrary must pay again for their own children.

709. Marquis of *Blandford.*] You said the Church had five-sixths of the grant?—Nearly that proportion.

710. Is not the grant given to meet the sum subscribed always in just proportions?—I cannot answer that question in the affirmative, because I have a doubt on the subject; I believe that that is the rule, but it has come within my hearing that that rule is sometimes infringed.

711. Have you any direct knowledge of that?—I have no personal knowledge of that.

712. Mr. *Bowyer.*] You said that some Dissenters are perfectly right in objecting to pay a rate to be devoted to education under the Committee in Council which they object to?—Yes.

713. Do you not think that persons who object to the secular system would be equally right in objecting to pay for the support of the secular system?—No.

714. Why not?—Because in the one case their objection is lest they should support religious error; and in the other case they have no such objection; they cannot take any objection to the teaching.

715. Suppose they think that morality taught without Christianity is a religious error, then, are they not right in objecting?—No, they would be right then to supplement that morality by their religious teaching.

716. Supposing

716. Supposing they think that the supplement would be inconsistent with the teaching of the school, then would they not be right?—I do not understand the question.

717. Suppose they think that a Christian supplement, added to the pure deism of the school, would clash?—I do not admit the teaching of the school as pure deism, and I cannot conceive the possibility of their thinking such supplementary teaching inconsistent.

718. Are you aware that there are many people who would think it inconsistent?—I am aware that some people have said it is inconsistent.

719. Do you not think that founding moral obligation simply upon the existence of God is pure deism?—If moral obligations were to be founded simply upon the existence of God, I dare say it would come under that definition.

720. That is a species of moral obligation which you propose to teach?—That is a species of moral obligation which we propose to appeal to as the only ground which we can appeal to in the face of sects which differ.

721. Do you not think that that would be objected to by some persons?—I know it has been; but I never yet met with the individual who would converse the matter over quietly with me, and who would substantiate the objection by reasoning on it.

722. Would not a great part of the Church of England object to it?—I do not see that they could consistently.

723. Would they not conscientiously?—I have already given my definition of conscience, and I must answer that question in the negative, in accordance with that definition.

724. Their consciences might not come to the same conclusion as yours, but might they not according to their consciences object to it?—Before I can answer that question, I must again define my impression. My impression is, that Nonconformists object to religious teaching on two grounds, that is, they object to be rated for it. They object, religiously, on the ground of conscience, lest they should be obliged to support error, or as they sometimes term it, lest they should fight against God. Then they object on the political ground that all corporations tend to corruption, and they believe that to establish religion by rates would corrupt it.

725. Is there not much difference of opinion on that subject?—I think there is more difference of opinion than there would be if people were to think out the principle.

726. Are there not persons of great eminence, both ecclesiastics and laymen, who would think differently from the opinion you have given?—I am not aware that there are; I think those are the only two possible grounds of objection.

727. Do not you think that the greater part, if not all the bishops of the Church of England, would object to the secular system?—I think it is quite likely they would.

728. Are they not persons of great learning and eminence?—I believe they are.

729. Do you not believe that their objection would be conscientious?—In the sense I have stated already it would be a true objection on their part, but in my mind it would be a political objection.

730. They would say that it was a religious objection?—I believe they would, many of them.

731. Are they not persons capable of discriminating between a political objection and a religious one?—I believe they are.

732. Then would they not object to contribute to support schools on the secular system?—I have no doubt they would.

733. Did you not say that nobody could object to the secular system?—Not that nobody could; but that no one could on the ground of conscience object to the teaching of the secular schools, because no one subject would be taught in the secular schools which all men would not allow to be good *per se*.

734. Had I not extracted from you that the moral system to be taught in the secular schools would be objected to, whether rightly or wrongly, by many Christians, by the bishops, for instance?—My answer is, that the secular system, as proposed by the National Public School Association, would be objected to as a whole, under the impression that children would get no other. If you ask me whether one of the right reverend bench would object to the teaching which we propose to give, I can only answer, as I answered before, that I cannot conceive the possibility of any man objecting to any portion of the teaching.

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735. *Chairman.*] Are you aware that the Archbishop of Canterbury has stated that the schoolmaster is not the proper person to teach religion?—I am not aware of so high an authority for such a statement.

736. Mr. *Bowyer.*] The Archbishop of Canterbury has stated that the schoolmaster is not the proper person to teach religion; but did the Archbishop of Canterbury state that the schoolmaster was the person to teach morality, and that morality should be taught separately from religion?—I have not seen the Archbishop's charge; therefore I cannot answer the question.

737. But you cannot teach arithmetic and religion together?—Decidedly not.

738. There are other things that you can teach with religion?—But which it is not desirable that the schoolmaster should teach under existing circumstances.

739. But morality, right and wrong; is that not a thing that the schoolmaster should teach?—Yes.

740. Is not that a thing necessarily connected with Christianity among Christians?—Undoubtedly it is.

741. Then can the schoolmaster teach morality, and right and wrong, without showing its connection with the principles of Christianity?—He can teach right and wrong, teaching so much of Christianity as is accepted in all schools.

742. *Chairman.*] As in the Irish system?—Yes.

743. Mr. *Bowyer.*] Including the Jews?—Including the Jews.

744. The Marquis of *Blandford.*] You have stated that objections were made by certain denominations in this country, which prevented them from receiving the Government grant; Baptists, for instance?—Yes.

745. What was the nature of those objections?—I have already stated them; they object to pay rates for religious teaching, lest they should support error; and, consistently with that objection, they object to receive likewise, from other people who differ with them, and who would, according to their views, thereby be supporting error.

746. Do you think, as matters now stand, that there is a hardship in those cases?—Most certainly I think it a great hardship.

747. What is the nature of their objection; is it a political objection or a religious objection?—A religious objection.

748. How can you distinguish between their objection being more of a religious objection, than that of a person who feels that his child should not be taught religion on every occasion when he might be taught religion?—In the one case you force the person to do wrong; in the other case you do not; you merely restrict him during certain hours from doing a portion of what he considers to be right.

749. Is it not just as much a matter of conscience to force a man to do that which he believes not to be right, as to prevent him from doing that which he believes to be right?—Just as much, and if that applied to the whole day it would be a religious objection to the national plan; but the objection applies only between the hours of half-past nine and 12, and two and half-past four. Beyond those hours, set apart for special teaching of a peculiar kind, there is no restriction whatever.

750. Mr. *Bowyer.*] How do you think that a man can have a religious objection to receiving a rate?—His objection to receiving a rate is co-relative to his objection to paying the rate; because feeling that he could not pay a rate to teach error, consistently with that objection, it is only the other half of it to refuse to receive.

751. Should he refuse to receive a rate for teaching the truth?—If the truth were demonstrable to us all, then I can see no objection to supporting it by taxation.

752. What he believes to be true?—Then I think that would be rather a political than a religious objection; he would object on the ground of justice to receive.

753. The Marquis of *Blandford.*] Do you think that you can make clear to the great body of the public generally, so as to satisfy them that they are labouring under no injustice if this system is imposed on them, the difference between the political and religious objection?—I shall be able to show that in

in about 150 public meetings that I have held on this subject, I had with me a very large majority in almost every case.

754. Do not the minority think they are labouring under a hardship?—No doubt they do.

755. Are not the Baptists a minority in this country?—Yes.

756. Is not their objection entitled to consideration?—Yes, because their objection is a religious one. Objections to the National School plan are political ones, which political objections the Legislature may deal with; religious objections I think the Legislature ought not to deal with.

757. *Chairman.*] Do you think that the grants from the Privy Council promote sectarianism?—I have the impression they do, and I can prove they may do very clearly. In the Wesleyan Conference Report, page 51, I find this passage: "Mr. Vickers, of Disley, said, that at New Mills, near Manchester, an active clergyman of the Church of England (Rev. Mr. Wass) came into competition with their Sabbath school, but did not succeed until he established a day school. They had a school capable of accommodating 450 scholars, but the Rev. gentleman succeeded so well that at one time they had only 17 scholars left. They were determined, however, not to be annihilated; they got up a day school, and obtained the services of a magnanimous fellow as a teacher, whom nothing could dishearten. The result had certainly not been well for both schools; the tables had been completely turned; he was very sorry to say they had put an extinguisher nearly upon the Church school; two of these pews would contain all its scholars now," (the meeting was held in a chapel), "whilst their own Sunday-school numbered from 500 to 600 children." We are not positively told that both these schools were aided by the Government, but we do know that both are admissible; and the fact seems very well to illustrate the erroneous principle set up by the Committee of Council. It seems to me that the Minutes are a practical endowment of many forms of religion, and in cases where schools do not teach religion, and therefore do not come under the terms of the Minutes, they are a premium on hypocrisy.

758. Mr. *Bowyer.*] Do you think they induce people to pretend to be what they are not?—Decidedly.

759. Have you any reason to suppose that in certain schools, where they profess to teach religion, they do not do so?—I have already given two or three instances where the religious teaching is at the minimum.

760. What do you call the minimum?—The least the Minutes of Council would accept, and where there would be less apart from such requirement.

761. Is not the effect of the Minutes of Council that some degree of religion must be taught?—No doubt.

762. But those people you allude to would teach none?—I dare say not; they would leave it to the minister, to parents, and other agencies. There is one other objection to the Minutes, and that is, the objection to their giving in proportion to the amount raised, by which means they give to schools which could do without their help. Mr. Morell says, in the Report of 1850-1, p. 626: "The income of schools which I visit is about 17 *s.* 6 *d.* per scholar per annum, apart from the Government grants;" thus proving, that all society is taxed in aid of a class which could, with a little effort, do without such help, while the schools which cannot raise the sum to bring them under the Minutes are absolutely taxed to pay for those schools which get help.

763. Mr. *Christopher.*] Is that objection applicable to the whole United Kingdom, or only to the district of Manchester?—That is applicable to Mr. Morell's district.

764. It has merely reference to the Bill before us?—This is with reference to the Minutes of Council as they exist now.

765. Is it with reference to the Minutes of Council as they operate in Manchester and Salford, or over the whole United Kingdom?—It will apply over the whole United Kingdom.

766. *Chairman.*] To those who have much, they give much; and those who can help themselves, they help?—Exactly.

767. But those who cannot help themselves, they will not help; is that the nature of your objection to the Minutes of Council?—Yes; that is what I wish to state as my objection.

768. Mr. *Christopher.*] How would you propose to remedy that evil?—By establishing local government, and giving the local government a power of distribution in accordance with the necessities of the case.

 769. Then,

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769. Then, in that case, you would do away entirely with any gift from the Privy Council, and have a school rate?—Yes.

770. And confine it to secular instruction?—And confine it to such instruction as all parties were agreed on.

771. Mr. *Bowyer.*] Not giving any to schools where religion was taught in the regular school hours?—Not giving any to schools where religion was taught in the regular school hours.

772. Mr. *W. Fox.*] That is, you would adopt the Irish system?—As nearly as possible.

773. *Chairman.*] What are your objections to the Manchester and Salford Education Bill?—My first objection is, that the centralisation under the Minutes in Council will apply with still greater force under the proposed Manchester and Salford Education Bill, which, while it makes special provision not to interfere with the present working of the Minutes, takes power to levy an additional rate of 6*d.* in the pound in Manchester, the control of which is also virtually put into the hands of the Committee of Council; and over this sum the ratepayers would have no possible power.

774. The town council would have no control, but would be, as it were, a mere agent of the Committee of Council for the distribution of the money?—The Bill professes to invest the town council with power, but the real power given is such that any boy of 13 years of age, having learned arithmetic, could very well wield. The committee of town council is neither to manage nor to appoint managers for the schools which they are to pay for; they are not even to appoint inspectors, but must be satisfied with the inspection of gentlemen not under their own control.

775. Mr. *Cobden.*] Do you know what the relative strength of parties is in the town council of Manchester, and what prospect there is of their coming to an arrangement to avail themselves of Lord John Russell's Act if it passes?—I do not think that there is the slightest chance of Manchester coming in to the Bill proposed by Lord John Russell. The parties in the town council of Manchester are thus divided; the advocates of a rate for education have, I think, a slight majority, but that majority is divided between the advocates of the Manchester and Salford Bill, and the advocates of the National Public School Association plan; whilst the advocates of the voluntary system, and another section called commonly the economical section, because it objects to all rates whatever, are a little in the minority. But should this question come up with regard to Lord John Russell's Bill, I have not the slightest doubt that the friends of the National Public School Association will feel themselves so unjustly treated, that they will join the economists and the voluntaries, and outvote the Bill. My reason for so thinking is, that the whole of this national agitation for education was grounded upon three principles, local rates, local government, and liberty of conscience. The rate is enforced, the other principles are ignored by Lord John Russell's Bill.

776. Mr. *Bowyer.*] What do you mean by liberty of conscience?—What I have already stated, that an individual should not be obliged to pay rates to teach what he conceives to be religious error, and that he should not be restricted under proper regulations from supplementing any common teaching with his own peculiar teaching; *i. e.*, he should not be prevented from doing right.

777. Does any system whatever propose to prevent a man from supplementing by teaching his child at home anything?—Not that I am aware of.

778. Then that is common to all systems?—So far.

779. *Chairman.*] But would there not be a strong objection also, if the ratepayers are to find funds, that they should be entirely precluded from the control over the expenditure of those funds?—There would be a strong objection upon that ground; and that objection would be common to the Bill proposed by Lord John Russell and the Manchester and Salford Education Bill, for under the latter the real functions of the town council are to collect and distribute the rate according to law, but they have no control over it, no option. They are empowered to enter the schools and count the pupils, to see if they agree with the returns made; and they are to supply blank forms to be filled up by applicants for admission, and they are to disallow pupils from changing schools too often. All these, except the last named, are not powers to be exercised, but duties to be performed according to law; and doubtless the shortest time for allowing a change of schools would be the subject of a by-law, and must be then submitted

to

to the Committee of Council; so that virtually the power of the town council under the Bill is nothing, the discretion nothing, the duties the merest routine.

780. Mr. *W. Fox.*] Is that under Lord John Russell's Bill, or the Manchester and Salford Education Bill?—I am speaking of the Manchester and Salford Education Bill.

781. How do you think the regulation for forming the school committee would act, the whole being elected by the corporation, half of them from its own number, and half beyond that; do you think that would produce an intelligent and useful committee?—I shall have to state an objection to the Manchester and Salford Education Bill on the ground of their qualification clause, which requires a member of the school committee to be a member of the town council, and that answer will probably meet your question. I wish to say that under the Manchester and Salford Bill the town council cannot erect a school room, nor even repair an existing one; they cannot even replace so much as a chimney-pot, or lime-wash the walls of the school, without the approbation of the Committee of Council through the inspector. I refer here to clause 73 of the Bill.

782. Mr. *Bowyer.*] Are you quite sure of this?—Quite sure. Upon the face of the Bill there appears to be a discretion as to the amount of rate to be levied, so that 6*d.* is not exceeded. This is in clause 65, but like most of its other provisions, it is wholly illusory, for whilst clause 65 gives the power, clause 45, by defining the payment to be made per scholar, leaves nothing but an arithmetical calculation to be performed, the problem being what amount of rate will cover four-pences and five-pences. Do not let me be mistaken; there is one clause which gives a power in the Manchester and Salford Bill to the town council, but that power is a power of misappropriation. Clauses 61 and 62 give the power to misappropriate the rate for inspecting proprietary schools; they give the power to use the public inspector to inspect the proprietary schools, and to pay him out of the rate.

783. *Chairman.*] Is it your opinion that the municipal authorities should, in reference to schools, have a power corresponding to the power they exercise in reference to the management of their general municipal concerns?—Decidedly; if they are to be a school committee, then I think that men who are entrusted with the expenditure of a million of money for waterworks, or with a hundred thousand pounds for a gaol, ought to be competent to take care of a rate for the schools, and to manage the schools.

784. Mr. *Bowyer.*] Do not you think there is an advantage in a general inspection by Government, who are so enabled to gather the experience of the whole country, and to bring to bear on it the knowledge and skill of persons of eminence in public life and business?—Yes, I think there is a very great advantage in general inspection. What I object to is, not the inspection, but the power. The inspection carried on as it is now; the advice communicated as it now is, would be fully as efficient under a national system of education without the power vested in the Privy Council, as that inspection is now.

785. What power do you mean?—The power of giving or withholding money, the power to make a grant of books or withhold it; I think all this under a local rate should be in the hands of the local authorities.

786. Is not that power in the Committee of Council a means to induce schools to submit to inspection?—Yes.

787. Would there not be a difficulty without that power of giving and withholding certain assistance to schools to put themselves under that inspection?—Yes, under the Minutes of Council there would be; under a local rate there would not.

788. You are aware that the inspectors have no power; they can only inspect and report?—I am perfectly aware that that is the theory.

789. Now if the Committee of Council had no power to grant anything, do you not think that many schools would, out of mere independence, say they would not be inspected at all?—I have not the slightest doubt about it; I do not object to inspection under the Minutes of Council, while the schools are helped under the Minutes of Council; what I object to is, that the Committee of Council should retain the power when a local rate is levied.

790. Do not you think that if the Committee of Council had not that power, the inspection would soon cease; that is to say, schools would no longer be inspected?—I cannot see why it should cease.

791. They are induced to submit to inspection by the privileges which they

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receive in consideration of inspection?—The local privileges might equally be dependent on inspection, but my impression is, that wherever a school inspector has been, if he has shown his value as he ought to do, he would be rather welcome than not, even if he did not bring any pecuniary means.

792. Do you not think that the inspector would have considerably less weight and authority in any recommendation he might make to the school, than if they knew he was not a person to be looked to?—He would have less authority.

793. Much less?—But as soon as he made his usefulness felt, he would not have less weight; he would lose the power to command, but his recommendation would quite supplant that power.

794. Are you sure it would be so; do not you think that some persons would rather dislike to be interfered with?—People only dislike those things which are disagreeable to them; and if an inspector makes himself valuable, and makes the schoolmaster feel that he is valuable, both he and the committee will then like him, and not dislike him.

795. Mr. *W. Fox.*] Do you not think, as a matter of fact, that most good schools are desirous of inspection?—I have never yet become acquainted with a good school, where they have not been anxious to have intelligent visitors who would watch the course of instruction, and advise with the teacher.

796. Mr. *Bowyer.*] Might not an inspector finding great fault with the school, in some instances, be rather disagreeable to those who manage the school?—It would depend very much on the temper with which he finds fault.

797. Suppose him to be a man without sufficient blandness or tact, to find fault without being disagreeable, do you not think people would be rather annoyed at his finding fault?—At his first visit or two they would; but if they saw the faults were real, and he showed them a way out of their faults, that man would be valued afterwards.

798. That is, supposing these people to be reasonable and everything that could be wished?—Speaking of school teachers, we must give them credit for being reasonable beings.

799. Do you not think the power that the inspector has by reporting of influencing the benefits given by the Committee of Council, is a very important part of his authority?—Decidedly it is, and a very useful part.

800. *Chairman.*] You would have a general inspection of schools carried on, but you would have the power of the management of schools vested in local authorities?—Yes, under the national plan, the Government would appoint the inspectors, but the power to manage the schools would be in the hands of the local authorities. Following up my objections to the Manchester and Salford Education Bill, I wish to remark that the Rev. Mr. Richson, in his evidence last Session, in reply to Question 109, stated something to this effect, that there was plenty of school accommodation in Manchester, and that it was well distributed; and this reply was repeated over and over again. If Mr. Richson had succeeded in proving this, he would have disproved the preamble of the Bill he was advocating, in which are these words: "And, whereas there is, notwithstanding, in some parts of the said boroughs, a want of conveniently accessible schoolrooms for such children whom it is necessary to supply," and so on; an absolute admission that when the advocates of the national plan speak about the irregular distribution of the school accommodation, Mr. Richson is with them.

801. Supposing the Bill passed, should you be able, for instance, as a resident in Manchester, to avail yourself of its advantages?—With the conviction which I have upon this subject, I should be obliged to contribute to the propagation of many different religious creeds, and to the support of many schools, while I could not use any of the schools in union for my own children if they made use of the liberty given them under the Bill; and I believe that my sentiments on this subject would be echoed by thousands of men in Manchester, although all who think as I do might not be equally scrupulous in carrying out their own convictions if the Bill were passed; but to my mind the correct theory of legislation is not How much oppression will men bear? but What can we do without infringing justice?

802. Do you suppose a rate would be paid readily, or would it be resisted, if the Bill were passed?—I think it would be very extensively resisted. Mr. Entwisle, in answer to Question 1102, allows that an objection on the ground of conscience would lie equally against the Manchester and Salford Bill as against church rates;

rates; and my impression is, that many seizures of property would have to be made under its provisions. *J. Watts*, PH. D. 12 April 1853.

803. Mr. *Bowyer.*] Is there not a material distinction between an education-rate and a church-rate, inasmuch as the church-rate is only for one denomination in religion, and the education-rate, if it be applied to teaching religion, would be applied to all religions, so that all would be on the same footing?—There is a material distinction.

804. Is not that very material?—Very material; but to many people that material distinction makes it worse

805. For instance, the Quaker might say, "I object to pay the church-rate, because it goes to the Church of England;" but if that rate went also to his own meeting-house, would not that be a material distinction?—I do not think it would alter the Quaker's objection at all.

Veneris, 15° *die Aprilis*, 1853.

MEMBERS PRESENT:

Mr. T. M. Gibson.	Mr. W. Fox.
Mr. Cobden.	Mr. Bowyer.
Mr. Brotherton.	Mr. Ker Seymer.
Mr. Miles.	

THE RIGHT HON. T. M. GIBSON, IN THE CHAIR.

John Watts, PH. D., called in; and further Examined.

806. *Chairman.*] IN reference to the objection that a rate for education would not be paid readily, but probably would be resisted, Mr. Entwisle stated that that would put an end to every national plan?—Yes; I am aware of that objection. I think that objection appears in Question 10032. He says that if the payment of religious teaching be objected to out of the rates, it would not only put an end to the Manchester and Salford Education Bill, but to the Committee of Council grants, and to every national plan. I think Mr. Entwisle must have forgotten just then that a secular plan would be possible under such restrictions, or as Mr. Baines expressed it, that the more education approaches the combined, the more probable is it that it must be secular. But, singularly enough, it has been sometimes urged by the friends of the Manchester and Salford Bill, that it does not pay for religious teaching. The Rev. Mr. Fletcher entered into an elaborate argument after the Essay by Mr. Entwisle to prove this; and, however strange it may appear, the promoters of this Bill, whose chief care is to enforce religious education, have gone to the trouble to reprint and distribute Mr. Fletcher's speech. *John Watts*, PH. D. 15 April 1853.

807. Have you a copy of the Manchester and Salford Local Education Bill before you?—Yes, I have.

808. The first Clause requires a property qualification for a school committee man; do you think that qualification is necessary?—I think that is the second Clause. It requires a school committee man to be a member of the Town Council; the qualification for which office is fixed by the Municipal Corporation Act at 1,000*l.* property, or an occupancy rated to the poor of 30*l.* per annum. This restriction seems to me wholly unnecessary, and it would very much narrow the choice of the ratepayers for school committee men. The Manchester Mechanics' Institution is one of the best conducted educational institutions in the kingdom. Its directory holds upwards of thirty regular meetings, besides sub-committee meetings annually. A certain number of the directors, who are lowest on the list of attendance, are disqualified from re-election; and at the last annual meeting two gentlemen had missed two meetings each. In one of these cases the second omission was in consequence

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of an accidental railway detention; those two gentlemen were rendered ineligible by having missed two committee meetings. The present officials are proof that, while wealth is not a disqualification according to the opinion of the members, it is quite clear that men without a wealth qualification are just as efficient as directors. Out of the present directory of twenty-two persons, either ten or twelve of them are below the qualification required for a town councillor, and those ten or twelve include the chairman of the committee, the vice-chairman, and the treasurer. The late secretary, who was a most efficient man, resided in a house at 13*l.* per annum; and the present secretary was a working basket-maker, and went directly from his basket-making shop to the secretaryship of the Mechanics Institution. I would remark, also, that in the last Session of Parliament, Lord John Russell expressed his opinion that a wealth qualification was not necessary for Members of Parliament; and if the Legislature for the whole nation requires no wealth qualification, I think it is obvious that a wealth qualification for the school committee of Manchester is at least equally unnecessary. I understand Lord John Russell does in his proposed Education Bill require the wealth qualification for one half of the members of the school committee. I object to that qualification, because a town councillor has so many other and onerous duties, that men best fitted for a school committee would, even if invested with proper control, under Lord John Russell's Bill, or that of the Manchester and Salford committee, be likely to refuse the office when connected with so many other duties. A Manchester town councillor who does his duty must devote about three days per week to the public service.

809. Do you think he would not then have time enough to give attention to the school business?—I think that any man qualified as a school committee man would not submit to the other duties of a town councillor, such as paving and sewering committees, waterworks committees, borough gaol committees, and various other committees which they have.

810. Did not your movement in Manchester in reference to education originate in the necessity of providing schools for the neglected?—It did; and it seems to me that if we are to have a system of education under legislative sanction, it ought to commence where it is most needed; that is, amongst the poorest and the most neglected classes of the community. But the first care of the Manchester and Salford Bill is for existing schools, and particularly for that class of schools which least needs support, namely, those which already get help under the Minutes of Council. I refer here to Clause 4 of the Bill. About four-fifths of those schools belong to the Church, and many of them get aid also from the National Society; some from the National Society, some of them from voluntary contributions, and I believe all of them from school fees. I believe that, according to the Report of Her Majesty's Inspectors for 1852, vol. i. p. 144, the Church schools in the north of England are shown to be in the receipt of 21*s.* 10*d.*, and the other schools open to Her Majesty's Inspectors in the receipt of 16*s.* 7¾*d.* per annum, per child, apart from the help given under the Minutes of Council.

811. Mr. *Miles.*] With respect to the grant from the Committee of Privy Council, does it not depend entirely on the voluntary efforts made by the different sects of Christians as to the establishment of schools?—I stated on a former day of my examination, that I could not give a positive affirmative to that question, because it has come to my hearing that a departure does take place from the understood rule occasionally; but if that rule obtained in every case, I still object that the people who most need education would be the most neglected, while those who least need it would get the help; and by that means we should never nationalise education.

812. I believe not very much effort is made for the education of what you may call the lower and outcast society of Manchester?—I am not aware of very much, beyond keeping up one School of Industry.

813. Is that a sufficient number of schools for that description of child?—I should think it is not one-tenth sufficient.

814. Then, according to your notions, if we may use the term ragged schools, to take the ragged and destitute class of children, how many schools of that description, for the population, should be found in Manchester?—Ten, at least.

815. Containing how many children on an average?—Containing perhaps 150 on an average.

816. That

816. That class of children would embrace, if they were adopted, those who, from their ragged clothes and general destitution, would not be taken into schools, even if they could pay the pence?—I am not aware that there is any objection generally in the denominational schools to the raggedness of the children. The only demand is the fee.

817. Then you think that, if it has been stated that one ragged school is sufficient for the wants of the destitute classes of Manchester, that that is fallacious?—I do not think about it; I am quite positive on the subject.

818. And under the present Bill, as introduced by Her Majesty's Government, it would be perfectly impossible that the education of those destitute children should be at all cared for?—Quite impossible.

819. *Chairman.*] Does the Manchester and Salford Bill provide evening schools?—It provides conditionally for help to evening schools; but, neglected as education has been, many thousands of young persons have passed the school age without having acquired the necessary instruction to fit them for the duties of active life. I believe that about 9,000 persons pass out of the school age annually in Manchester and Salford; and it is very important that the neglected portion of these, being, according to my Report of St. Michael's and St. John's Wards, from 2,000 to 3,000, who altogether escape day school instruction at present; at least should be provided for in evening schools; but under the Manchester and Salford Bill, and also under Lord John Russell's Bill, the opening of such schools is not at all certain. I am certain that a sixpenny rate would not allow it, if the existing day schools to any extent availed themselves of its advantages; and, even if opened, the same objection would apply to the evening schools as to the day schools; they would be of an exclusive character, such as are qualified according to the terms of either of these Bills. I wish to show, in connexion with the Manchester and Salford Bill, that education could never become general, because all who object to rate-supported religion are completely and permanently excluded. The approvers of purely secular instruction are wholly excluded. The Jews and Roman-catholics are excluded from all schools which are not of their own building, and wholly excluded from rate-built schools. The census returns show 1,171 children at school under four years of age; and if schools were made free schools, this number would doubtless be greatly increased; and many children now nursed by others little older than themselves, and subject to every kind of unhealthful and vicious influence, would be properly cared for; and the mortality of Manchester, which now takes off nearly one-half of the children born before they reach their fifth year, would be much lessened; but the whole of this class being under four years of age is excluded.

820. Has the Bill any provision for industrial schools?—It has not; the remarks that I have already made in answer to the Honourable Member (Mr. Miles) will be sufficient to show that I think industrial schools absolutely necessary. It would be impossible to get this class of destitute children to any other kind of schools, and it would be useless if possible; for instruction would make no satisfactory progress without breakfast. The children we are now referring to have to beg for their living, or to hawk almost useless articles about the streets to procure food.

821. Mr. *Miles.*] Then you consider that any ragged schools established should be industrial feeding schools?—Decidedly.

822. Have you turned your attention at all to the system of schools of that description adopted in Scotland?—I have read very carefully the description of the schools at Aberdeen; and my impression is, that those are just the class of schools we need, and we need to have them carried out on the same plan.

823. Has your attention been turned to those in Edinburgh?—It has not.

824. If a great diminution could be shown in crime since the establishment of industrial feeding schools in Edinburgh, would not that be an additional reason for the Government to take up the plan of assisting those schools in some way or other, without going directly on the Minutes of Council?—It would; and I believe that in every case of a well-conducted school of industry, if a positive dimunition of crime cannot be shown, it can be clearly shown that children who had no other possible means of living than by begging or crime are transferred from the industrial schools to work; and that they do in the great majority of cases maintain their good characters. I would just like to add, that since the establishment of the industrial schools in Aberdeen, juvenile vagrancy is extinct there, and is very much lessened for many miles round.

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825. Mr. *W. Fox.*] What is the species of labour to which the children are put in the Aberdeen schools?—I am not aware what it is in the Aberdeen schools, but I can tell what it is in the Manchester school. In the Manchester school they are employed at shoemaking, salt-box making, letter-press printing, bag making, and various other occupations.

826. *Chairman.*] What do you suppose would be the result of the adoption of the Manchester and Salford Education Bill?—I think that the Church of England and Wesleyan schools would be generally rendered free schools at the expense of the community, one-half of which differs from those bodies. The Roman-catholics might perhaps accept the rate, although they have objections to the Bill. It is also possible that the golden bait might catch one or two schools called Independent, and thus lay non-conformity open to the charge of hypocrisy, and subject the objectors to church establishments to the suspicion that they only object because it is not their own sect which is endowed. The Jews might possibly also accept the rates; and for the special benefit of these classes the whole community would be taxed, and the property of the scrupulous minority would be seized under distraint; but as the Bill makes no other provision than the abolition of direct payment in order to secure attendance, if education made progress, sectarian strife would be aroused, children would be canvassed and persuaded to go from school to school; but as no provision is made for the classes mentioned in my former reply, education would make but little progress where it is most requisite. I object, therefore, to the despotism, the sectarianism, the inequality, the inefficiency of the Bill, and its violation of constitutional rights. Under this last head I would remark, that it is very probable that the school-rate, like the borough-rate, would be collected with the poor-rate; and if so, persons who on the ground of conscience object to pay, would, in addition to having their property seized, lose their votes for Members of Parliament, for boards of guardians, and for churchwardens. I would also remark, that the grand features of the national educational agitation were local rates, local government, and liberty of conscience. This Bill, and the Bill proposed by Lord John Russell, takes power to enforce the rate, but they both ignore local government and liberty of conscience. There is another objection to the Government Bill, not exactly to the Bill itself as proposed by Lord John Russell, but an objection in connexion with it. In reading my Lord John Russell's speech on the introduction of the Bill, I remarked that a new Minute under the Committee of Council is proposed, to give extra help to rural districts out of the Government grant, instead of levying rates in those districts. The result of this would be, that the towns who adopt the Bill having paid for the instruction of their own children, would be taxed again through the Consolidated Fund to pay for the instruction of the children of the rural districts.

827. How would the plan of the National Public School Association get into action?—I would just remark, first, that that plan is capable of universalising education by means of its infant, day, evening, industrial, and normal schools, and that it is perfectly consistent with the theory that a national institution ought to be of national application. It seems to me that the Bill, as proposed by the National Public School Association, would be simply an embodiment of the national will. It is made permissive, so that it might be adopted or rejected by any locality, on the application of the majority of rate-payers. It acknowledges the injustice of taxation without representation, and nearly the whole executive power is therefore given to a school committeee chosen by the rate-payers, the rate-book being at once the register of electors and the qualification of candidates for the office of school committee men. Under this Bill the business of the central authority would be to maintain an intercourse with the Legislature, and to embody the annual reports from the various places, and to perform such functions as, under a permissive Bill, could not be done by the school committees, because of the incompleteness of the machinery resulting from the partial adoption of the Bill. Thus the initiation of a measure under the permissive form, and the appointment of inspectors, would necessarily be work for a central authority. In case the Bill passed, it would get into operation simply thus: a Board of Education would be immediately appointed by the Crown; various districts of the country would then memorialise the Board, by a majority of rate-payers; and these districts would be at once constituted and advertised as school districts, and school committees would be elected. If more than one district in a county was formed, the Board of Education would

would put them in connexion with each other, and they would then proceed jointly to the election of honorary examiners for the office of master or teacher. The examiners would then, in connexion with an equal number of inspectors appointed by the Board of Education, advertise a meeting or meetings for the examination of candidate teachers The school committees would, in the meantime, survey their districts, and establish in each district at least one infant school for children under six years; one day school for children from six years and upwards; one evening school for youths who could not attend the day schools, and one industrial school for those who have no other apparent means of living than begging or crime. If convenient places were not otherwise attainable, the committees would purchase or build school-rooms; but, having to report annually to the rate-payers, they would be economical in their expenditure. They would appoint visitors for the destitute districts, who might be either the existing town missionaries or persons not otherwise employed; and these visitors would take an exact account of the destitute children in their districts. Wherever simple poverty was the cause of absence from school, the parents would be persuaded to send their children to the free schools; such consistent representations of the value of education being made to them, as in the judgment of the visitor would best secure this result; where the destitution was such as to oblige the children to resort to begging under any of its various forms, the cases would be reported to the school committee, and by them to the magistrate; and orders would be obtained for their admission to the industrial schools. Magistrates would also send juvenile vagrants from the dock to the schools; and I think it would be well to extend this power to boards of guardians also, who should send there the juvenile recipients of out-door relief. I would here remark that subsequent to the passing of this Bill, the laws relating to vagrancy and street hawking might be enforced; and by this means the streets would be swept clean of juvenile vagrants. At present the law makes begging a crime, but magistrates are too kind-hearted to put the law in force in the case of young persons. By these means, then, all the compulsion that will ever be necessary would be got to work. The inspectors under the Board of Education would visit portions of the country which did not memorialise for the Bill, beginning where, in their judgment, an education rate is most necessary; and after due inquiry, they would constitute and advertise such districts; and if no objection was made, then the business would proceed as I have already described. But in order to show the permissive working of the Bill, I may state that if a majority of the rate-payers in any district advertised memorialised against the Bill, then its coming into operation would be suspended for two years, and until the Board of Education should again think proper to advertise it. Such interim would put voluntary effort on its trial, and would give time for maturing public opinion; and doubtless if voluntary effort did not make substantial progress, it would be difficult a second time to procure the signatures of a majority of the rate-payers for a further suspension. The annual reports would keep the Legislature and the country acquainted with the progress of the system, and also with the progress making in other countries; so that we should always know with what intellectual power we had to compete, and how far our means were suited to the work. The school committees, always cognisant through their visitors of the state of the population, could, in the event of a failure of the voluntarily supported school, either absorb it, or draught the pupils into their own schools, as the state of the district might require; and if the case of a sectarian school should arise, where the promoters were not willing to relinquish the management, the school committee would pay them a given sum per week per scholar, upon condition that the school should be efficiently conducted, and that the doctrinal teaching should be given at other than the ordinary school hours, and not enforced on the pupils who were not sent for the purpose. That is the mode in which the Bill of the National Public School Association would get to work.

828. Mr. *Brotherton.*] What is the ground of your opinion that Lord John Russell's Bill ignores liberty of conscience?—Because Lord John Russell's Bill applies only to such schools as would accept the rules laid down by the Minutes of Council. The Nonconformists cannot accept those rules, because the Minutes of Council require religious teaching, which they object to support by rates, lest they should support and perpetuate error.

829. Supposing the schoolmaster to say to a child, it was his duty to love God above all things, and his neighbour as himself; would you call that teaching religion,

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religion, or morality; or deism, as you mentioned before?—I should call that teaching so much of religion as all sects are agreed upon, and as would not therefore violate any man's conscience. The violation of conscience takes place when we come to the differential doctrines of religion.

830. Then you would have no objection to those parts of Scripture being taught?—None whatever.

831. It is only where they depart from Scripture that you object?—Only when they begin to inculcate peculiar doctrines; then it is that I object.

832. *Chairman.*] Still it would be so general that a Jew would not be excluded?—A Jew would not be excluded from such teaching.

833. Mr. *Brotherton.*] You would not object to the teaching of religion so far as it is founded on the Sacred Scriptures?—So far as all sects are agreed. Whenever the sects disagree I object.

834. Mr. *W. Fox.*] Would you extend the word "sects" so far as to exclude Jews, who are not a Christian sect?—In using the term "sect," I do not wish it to be understood as "Christian sect;" but as including all the different religions we have in this country.

835. Mr. *Brotherton.*] If the Jews were taught those parts of the Old Testament which are accepted by the Jews, there would be no objection to that?—None whatever, if the Christian sects did not object.

836. *Chairman.*] The establishment of schools would depend upon the school committees elected by the rate-payers?—Altogether; the school committee, knowing its own district, would know exactly the wants of the district, and they would never erect a school room except it was necessary; for the double reason that it would exhaust the rate, and get themselves into ill odour.

837. How would you secure education to the destitute?—By means of the industrial schools, our visitors would keep us cognisant of the state of every district; and where children were from extreme poverty unable to attend the other schools, the visitors would report them to the school committee; the school committee would get the magistrates' order for them to be admitted into the industrial schools, and we should then put the vagrancy laws in force so as absolutely to prevent begging. There would be no other course therefore for the juvenile vagrants than going to school.

838. Mr. *W. Fox.*] Is there any provision in the scheme for ensuring regularity of attendance?—There is no positive provision in it; that would be the duty of the school committee.

839. Would they be authorised to inflict small penalties for non-attendance without reasonable excuse?—There is no authority for money penalties in the Bill.

840. Do you think regular attendance can ever be ensured without some provision of a penal description?—I think regular attendance depends very much upon the teacher; if the teacher be an apt, pleasing teacher, the attendance will be very regular; if the teacher be not fit for his work the school will fail.

841. Mr. *Seymer.*] Does your scheme embrace a training school?—It embraces a normal school for the training of teachers; one or more such schools would be established by the Board of Education to be appointed by the Crown.

842. Would religion be taught in those schools?—Sectarian religion would not be taught in those schools. It would be understood that pupils who went to the normal school had already received religious education, and they would be at liberty to attend the places of worship in connexion with the sects to which they belonged; and doubtless the superintendent of the normal schools would keep an oversight upon them, and they would have no chance of getting schools to teach unless their characters were up to the required mark.

843. Mr. *W. Fox.*] Would the committee accept teachers from the existing training schools established under the Minutes of Council?—We have a Clause in the Bill which gives the power to accept teachers, whether certified or not. We propose that all teachers that pass our normal schools should pass an examination and receive certificates; and it is very likely, since there is a power to that effect, that teachers who had received certificates would be preferred to teachers uncertified; but the certificate of the Committee of the Privy Council would doubtless pass, as well as the certificate of the Board of Education. Indeed, if the National Public School Association Bill should pass Parliament, it is very likely that the Committee of Privy Council would be constituted the Board of Education.

844. But

844. But the present certificates are only granted after a theological examination as well as a secular one?—I cannot speak to that; but if it be so, that would not be a disqualification. In the case of the National Public School Association, the fact of a man having passed a theological examination would be no disqualification for a teacher.

845. Mr. *Seymer.*] Would you admit that a person who had been educated at the expense of the Church of England would be doing his duty, with reference to the party who educated him, if he became the master of a secular school?—I should be quite disposed to make that admission; because he might, in connexion with the secular schools, of his own voluntary will retain as many scholars after the regular school hours as would listen to his church teaching; but he would have no right to impose such teaching upon the others.

846. If he was educated expressly for the purpose of teaching by those who think that doctrinal religion ought to form a part of education, surely he would be hardly acting fairly, with reference to the education which he had received, if he did not exert himself in that particular sphere to which he had been originally dedicated?—I think we must allow every teacher perfect liberty of conscience in that respect. It is possible that a man might change in opinion; but if he did not change in opinion, I have already indicated the means by which he might fulfil his duty, namely, in after hours.

847. Mr. *Brotherton.*] You consider that, if he confined himself to the Scriptures and Scriptural language, he would not be teaching sectarianism?—As far as my own individual opinion goes, I should not have any objection to that; but I think it is very possible that some of the Christian sects would object to some portions of the Bible being used in the schools.

848. Do any of the Christian sects object to the Bible, or any part of it?—No; but they like to put their own construction upon it when read.

849. Supposing it was read without putting any construction upon it?—Reading simply I have not the slightest objection to, nor do I think there would be much objection on the part of any of the members of the National Public School Association.

850. Mr. *W. Fox.*] On the part of the Roman-catholics there would be?—Doubtless; and the school committee would require to make arrangements for their convenience in the mixed schools. Either the children of the Roman Catholics must be absent at such a time or otherwise engaged, so as not to partake in the reading.

851. *Chairman.*] What would be the first duty of inspectors under your system?—The inspectors would be sent out by the Board of Education to examine the country; and, in accordance with their reports, districts would be advertised, and the operation of the Bill would go on as I have already indicated.

852. Suppose a district advertised where the people were opposed to the plan, what would be the result?—I have already shown that the majority of the rate-payers, in such a case, by signing a memorial to the Board of Education, would put off the enforcing of the plan for two years, during which time voluntaryism would be on its trial, and public opinion would be maturing. I wish now to refer to the subject of public opinion, in answer to a question that was put to me upon a former day.

853. Mr. *W. Fox.*] You propose that the schools locally instituted should be under the inspection of persons appointed by the Board of Education, and do you assume that Board of Education to be properly identical with the Committee of Council?—I do.

854. Then the inspectors would most likely be the very same persons that are now employed?—Quite possibly.

855. Would it not be an objection, in that case, that with only about three exceptions those inspectors are all clergymen of the Established Church; and are confined to that profession; because they have to take cognisance of the religious as well as of secular teaching?—It would be; but I apprehend that the Committee of the Privy Council would not wantonly trifle with the feelings of school committees; and at any rate, in the course of a short time, as inspectors fell off, they would be made up by persons disinterested.

856. Mr. *Brotherton.*] Have you ever known any instance where inspectors have interfered in any school, with regard to the religious teaching?—I have not. I believe they are restricted from interfering, excepting in a case where they are specially appointed for the purpose, or requested by the school committees to interfere.

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857. Mr. *W. Fox.*] Do you not observe in their reports, that they always report on the religious state of the school, as well as the secular?—I observe that that very frequently is the case, and more generally in the reports on Church schools than upon others. But I do not think it appears from those reports that it is always the result of a direct examination in religion; it may be so, and in that case inspectors being members of the Church of England, inspecting every kind of school, would be objectionable.

858. *Chairman.*] Have you tested public opinion in respect of your proposed plan?—In favour of the National Public School Association plan, I have held about 50 public meetings in different parts of Manchester and Salford. The meetings have been generally called by newspaper advertisement, and always by placards upon the walls, and discussion has always been invited. Those meetings have had an average attendance of about 170 persons. Votes have been taken in about 40 cases, and the result has always been in favour of the plan of the National Public School Association. Where votes have not been taken, the meetings have either been called specially for explanation, or have been held between the Sessions of Parliament, when a petition would have been of no practical use. I have also attended several meetings, privately convened by the promoters of the Manchester and Salford Bill, and on such occasions have obtained decisions against that scheme, and in favour of the National Public School Association plan, in every case. I have attended also about 80 meetings, in the principal large towns, in the Northern and Midland counties of England. Those meetings have had an average attendance of about 380 persons; votes have been taken in 50 of those meetings. In one case the vote has been against the national plan, but in that case it was reversed in a few months afterwards. In another case the chairman could not decide where the majority was. In all the others the majority has been in favour, and generally almost unanimous, for the national plan. All those meetings also have been advertised by large placards, by newspaper advertisements, and in every case discussion has been invited. I attended many meetings before I was the agent of the National Public School Association, but I have no record of them. Upon the whole, I have held at least 160 meetings, and have never had more than two decisions out of the 160 against the national plan. I was at the town's meeting at Manchester in March 1849, and again at a second meeting in April 1850; and I addressed both those meetings. On the second occasion, I addressed the meeting outside the Town Hall, which was very much larger than that inside. It comprised at least 5,000 people, and decided in the proportion of nine or ten to one for the national plan. On the occasion of the introduction of Mr. Fox's Education Bill into Parliament, a meeting was called in the Free Trade Hall to petition against it. That was a ticket meeting; and such was the excitement against discussing this subject with closed doors, that a larger meeting assembled on the outside than in the inside of the hall. I addressed the outside meeting, and a petition in favour of Mr. Fox's Bill was almost unanimously adopted.

859. It is said that the State ought not to interfere in the matter of education; that it is the duty of the parent; and that is an objection urged against national education; how do you reply to that objection?—The reply is, that if all parents exercised the right and performed that duty, it would pass unquestioned; but to attempt to prevent the Legislature from dealing with the neglected children, is to assert, not the right to educate, but the right to neglect or to pervert; which right once conceded, society is at an end.

860. What limit, then, would you put to the subjects to be taught by the State?—I have heard it frequently stated that the same argument which justified any instruction would justify it to the utmost extent, but it seems to me that the limit which should be put would be a limit with regard to age, and not a limit with regard to acquirements; that the State taking up education at all, should carry it as far as possible, according to the ages of pupils.

861. Might it not be said that the right to education implied the right to food and clothing, and all other necessaries?—It is frequently said so; and, as far as the wholly neglected are concerned, it is substantially a good argument, and is already in force under the Poor Law, with this exception: that whereas the board of guardians judges of the necessity of each applicant, the proposed Education Law would make every person judge for himself, which difference is justified by the fact, that whereas Poor Law relief is only of temporary value, and only very casually makes any return to society, school instruction is of permanent

permanent and ever increasing importance, enabling its recipient to add to the prosperity of society, in accordance with the excellence of the instruction imparted.

862. Then you attach no great weight to the objection that is sometimes urged, that education is beyond the sphere of the Government?—My impression is, that the first duty of the Government is the preservation of society, and that its second duty is to do whatever work is delegated to it by the people, and that therefore education may be as fairly delegated to the Government as anything else.

863. Mr. *W. Fox.*] If the definition of the word education is made to include religious training, it goes beyond the province of Government?—Yes, it does then go beyond the province of Government, as the whole of my evidence tends to show.

864. Mr. *K. Seymer.*] Provided it were delegated by the people to the Government, then upon your own principle it would be within the province of the Government?—If delegated by the people *en masse* it would be; and the only reason why the Government cannot take the religious teaching is, because all the people are not agreed on religion, and because religion is not a subject of experience, and therefore any error committed cannot be repaired.

865. *Chairman.*] That is, in fact, that you consider a rate for education may be justified, and yet that a rate for religious teaching may not be justified?—Just so; a rate for religious teaching cannot be justified, because it would be obliging some men to do that which they believe in conscience is wrong; that is, to pay for the teaching of error.

866. It has been urged that there is no sanction for morality apart from religion, and that that is an objection to your system?—I would just reply that such an objection as that cannot be restricted in its application to the Christian religion, because we in this country trade to China, to Turkey, to India, and to Persia; and we find practical morality in all those places. Morality must depend, therefore, not on the differential doctrines of religion, but upon what is common in all religions. Society existed prior to Christianity; but society could not exist a day without morality. That Christianity, under some of its phases, imparts a much higher value to morality is quite true; but if asked to point out its highest type in England, I should point to the Quakers, who, so far as they come under my observation, differ in religious belief from the High Calvinist to the Unitarian. The first sanction for morality is experience; and the second, which confirms and deepens the first, is religion. The highest is the Christian religion.

867. Mr. *Cobden.*] Are you aware that a sum of money is voted under an Act of Parliament for the education of the natives of India?—I am.

868. Are you aware that by the regulations of those schools the attempt to introduce Christianity is prohibited?—I am not aware that that was one of the conditions, although I have been aware for some time past that the religion of India forms part of the teaching in those schools.

869. *Chairman.*] Will it be possible to get schoolmasters to observe strictly the conditions of the secular system?—There are many who do it now, and the normal schools will soon furnish men; besides, the breach of the conditions will be a breach of trust.

870. Mr. *Cobden.*] Have you ever inquired into the practice of the Church missionaries in foreign countries with respect to the conducting of their schools?—I have never made any special inquiries into the mode in which they conduct their schools.

871. Then you are not aware that in some countries, for instance, where the Greek religion prevails, or where the Mahomedan religion prevails, that the missionaries of the Church of England carry on schools where they do not attempt to proselyte the children to the Protestant religion, contenting themselves with merely elevating them in general knowledge?—I was not aware of that fact, but I can well see the wisdom of it; I can see that such teaching will be grounded on the faith, that, as knowledge expands, the truth will be triumphant.

872. *Chairman.*] It is feared that religious teaching would be neglected under the plan of the National Public School Association?—My reply is, that that is a charge against religious organisations, and not against the National Public School Association. But I shall give a more complete reply to that at

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the end of the objections to the Manchester and Salford Bill, by referring to the state of things in America.

873. Mr. *Miles.*] Taking the whole of England, and particular parts, do you think that religious organisation is so fully established, as respects the different denominations, that they are enabled to take a child from the tenderest age, and by that religious organisation to train him up in the way he should go?—I do, decidedly. I do not know a place anywhere where religious organisations could not do that.

874. And that without the help of the schoolmaster?—And that with the obligatory help of the schoolmaster only for general secular instruction, and so much religion as the sects agree upon.

875. What do you mean by the last part of your answer, "So much of religion as the sect agree upon;" what is the quantity and what the quality of it?—I cannot draw the exact line; but there would be no practical difficulty in the matter; for instance, the schoolmaster would, in his common teaching, allude frequently to the Deity; and he would allude to the providence of God, and to the pleasure of God in good conduct.

876. But would he, at the same time, in his teaching, refer to the Mediator between God and man?—He would require to be very careful upon that point, because Unitarians have particular convictions. He would refer, doubtless, to Jesus Christ as setting the highest possible example, and would strive to get the children to imitate the conduct of Christ; and he would exhibit so much of it in his own conduct as possible, in order to set them an example.

877. But still, in deference to what forms but a small section of the community, would you do away with the Divine attributes of the Saviour in teaching?—In general day-school teaching I would, because I believe it could be much better taught out of the regular school hours; in hours especially set apart for it, and it could not be included with justice to the ratepayers.

878. Knowing as you do the state of the lower classes of the community in large towns, and the present state of indifference relative to education, do you suppose that that religious education which you think should be given at home would be given at home by the parents of such children?—By some parents it would not be given; but, as I have already stated, the existing religious organisations would know that this religious teaching would depend upon them; they would feel their responsibility, and they would make arrangements for the performance of the duty.

879. Then you recommend this system of yours rather as a zest to the different denominations for more stringent religious organisation?—No, that is not my recommendation of the system; I believe that would result. My recommendation of the system is, that we should absolutely give as much of the intellectual and moral culture to all children as can be given without disagreement and without injustice; that is my recommendation of the system.

880. Do you think through the means of the families and the religious organisations now existing, that the children of poor parents could be brought up as Christians without any interference whatever of the schoolmaster?—I am sure they could.

881. Mr. *W. Fox.*] In speaking of the power of the religious organisations, do you take into account their action on the parents as well as on the children?—Of course I do; and the reflected action from the parent upon the children; I take into account all the means of religious culture which exist.

882. *Chairman.*] It was mentioned that there was a feeling against rates; have you met with much opposition to the proposal of rates?—At first, in all my meetings, objections to more taxation have been very prominent; but as the value of the national system of education has been developed in my addresses, that objection has always melted away. I have heard it said sometimes that free education would be a premium on neglect, to which I reply, it is cheaper to educate the child than to keep the pauper, or to punish the criminal. And where neglect of children now obtains, no greater pecuniary means would be at the command of the parent; but under the national plan, we should, by means of our visitors, have the command of all the neglected children. Parents who now take care of their children would not grow worse under an education-rate as their children improved; but taking the case at its worst, I should say it is better to put a premium on parental neglect now,

and

and to eradicate it by the education of the young of the present generation, than to allow it to be self-sown from generation to generation, as at present.

883. Mr. *Miles.*] You have alluded to visitors in your answer; will you specify in what way you would use your visitors?—Under the national public school plan, we take power for the school committee to appoint visitors to go from door to door throughout the whole district. Those visitors would take an exact account of the destitute children, and of those who did not go to school; and they would urge the parents, where simple poverty was the cause of neglect, to send their children to school. They would report the destitute cases to the school committees; the school committees would get magistrates' orders, and send them to the industrial schools.

884. Then you take a compulsory power, as regards destitute children, to send them to the industrial schools?—Not a directly compulsory power, but the school committee would require a magistrate's order for their admission. The magistrates would also be asked to put the vagrancy laws into force after the passing of the Bill, and that would answer our purpose.

885. Then you use no more stringent measures than the Aberdeen magistrates took to clear Aberdeen?—No, certainly not; and they have been quite effectual.

886. *Chairman.*] Have you any remarks to make upon the argument which was drawn by Mr. Baines from the resolution of the Congregational Board of Education?—Yes; Mr. Baines, in reply to Question 1820, repudiates the receipt of taxes for religious education in the words of the Congregational Union, considering that education given by congregational churches must be religious; and they advise that no Government aid be received by schools in their own connexion, and that all funds confided to the Congregational Board be distributed only to schools sustained entirely by voluntary effort. That is the spirit of their resolution; and that resolution was quoted by Mr. Baines as an argument against the Manchester and Salford Education Bill, and also against the national plan. I wish to remark that the object of the Congregational Board of Education is to keep up nurseries for non-conforming churches; and as they refuse to support other creeds, they cannot in justice accept taxes for their own. But there is nothing in their resolution to prevent the Board from leaving the secular instruction to a public rate, and confining itself in its subscriptions to the religious. They say that any teaching which they give must be religious; and they may maintain their resolution under the national plan, and all the teaching which they give may then be strictly religious. These remarks will apply equally to all the other denominations quoted by Mr. Baines and the Rev. Mr. Richson, as having a religious basis for their schools.

887. It has been said that, inasmuch as the Manchester and Salford scheme has adopted the basis of the National Public School Association, the National Public School Association ought, on the whole, to be satisfied with it, and not to throw any opposition in the way. What have you to say to that statement?—I am aware that Mr. Richson, in a pamphlet published by him, speaks to this effect:—A large number of persons, anxious to secure religious education, and believing that no agreement could be arrived at by the religious bodies, were induced, out of sheer despair of finding any other, to accept the secular basis. In establishing that association, he says, the National Public School Association have propounded two distinct principles of action; one the promotion of education by means of a rate; the other an experimental system of education wholly untried in this country, enormously and unnecessarily expensive to the ratepayer, and, as far as evidence could be adduced, opposed to the religious instincts of the people. Those are Mr. Richson's remarks. I believe that the first part of this statement is correct; and the Committee will see that it completely absolves the National Public School Association from the charge of irreligiousness so often repeated. We had two distinct principles, namely, a rate for education; and a system by means of which that rate was to be applied. It is also true, as Mr. Richson says, that in the success of our proposal for a rate we gained a signal triumph. But when Mr. Richson proposes that, having popularised a rate for education, we should throw the weight of our association into that of the promoters of the Manchester local scheme, he seems to me to forget that the rate has been popularised in connexion with the scheme of education which he calls wholly untried and

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experimental, enormously expensive, and opposed to the religious instincts of the people. I undertake to say that the main ground upon which the rate has been popularised is its secularity; and that the majority of the people look to the rise of the local scheme as an attempt on the part of the Church to appropriate a new source of revenue. The Rev. Mr. Richson himself gives some ground for this belief by carrying his mistake so far as to assert that, if the National Public School Association should abandon their own plan for the local scheme, it would even be unreasonable on their part to ask for the insertion of a clause in the local Bill for the sustentation of secular schools, until we have made greater progress in public favour; that is, I suppose, until the Bill should be passed, and we are permanently shut out. There is one other remark that I have to make upon the religious question. It has been objected, sometimes in my hearing, that the shutting out of doctrinal teaching from the day schools would make religion appear an inferior thing. I think, if there is any force in this reasoning, it ought to follow that the religious teaching on Sunday should appear quite an inferior thing, and should be universally rejected, separated as it is from all secular duties.

888. Mr. *K. Seymer.*] Would not this occur, that the masters, supported by the rate, and employed in teaching five days in the week, would be a superior class of persons to those who would be supported by the denominations in teaching religion?—I think not, for religious voluntaryism would have its whole means to devote to this purpose; and I think it is also likely, in very many cases, that the masters would be the very same persons; they would do voluntarily, after or before school hours, that for which they were not engaged and paid under the education rate. And I think it is quite likely also, as is now commonly the case, that the day school teachers would be the Sunday School superintendents, and that Sunday-school teachers would be raised in character by an efficient day-school instruction.

889. Would it be possible for a person of strong religious convictions to abstain, in the course of five days of the week, from all the peculiar doctrines of Christianity in the teaching of the children?—I think so; I expect that is done now in the Irish schools.

890. Mr. *Cobden.*] Is it not done in all the American schools?—Yes.

891. Mr. *Bowyer.*] Is not that system very much objected to by many persons in Ireland for that reason?—I think it is objected to by the English Church Establishment for that reason, but I am not sure that the real reason is assigned.

892. And objected to by the Roman Catholic also?—It is objected to by some of the Roman Catholics, but I am not sure that that is the reason why they object.

893. That is the reason they give?—I am not even aware of that.

894. Mr. *Miles.*] From the statement you have made, and from the examination of a former witness, it is to be understood that the Bible is not to be excluded from your schools?—The choice of school books is to be wholly eft to the school committees, and the school committees would have no other restriction than that which is required by the liberty of conscience of the pupils.

895. Then if the school committee think it necessary to introduce the Bible, and as you fancy the schoolmaster would become the religious teacher as well as the secular teacher, as it is possible that a man who would undertake the double task must do it from strong conviction, would he not, on reading the Bible, endeavour to inculcate his peculiar notions as to religion?—I do not think he would; I am sure he would not if he were a moral man, and respected the terms of his engagement.

896. Then is it proposed to read the Bible merely as an elementary book, without making a single observation as to the text?—It is proposed to read it without observation on the text, otherwise than to enforce moral precepts.

897. How can you separate in the Bible moral from religious precepts?—Practically easily; theoretically I cannot draw the line.

898. Is not your idea rather singular, particularly from the last answer you have given?—It is an idea founded on years of experience.

899. Have you been a teacher?—Yes.

900. Did you during that time teach the Bible?—Yes, portions of it.

901. How?—By reading it, and enforcing the moral precepts of it.

902. At

902. At that time was there any Schoolmasters' Association?—There was.

903. To which you and others belonged?—To which I did not belong, but I knew a great many members of the association who were members then, and are still.

904. When you speak confidently of yourself being able to do this, are you confident that there are a great number of other people who could equally do it?—I have put in statements from three other teachers, and one of those teachers speaks for the majority of the teachers that he is acquainted with.

905. Mr. *Bowyer*.] Supposing now, in the course of the Scripture reading, the name of Christ occurred to the child of a Unitarian, and the child asked the master "Who is Christ?" what could he answer?—The reply would be to refer him to the book to read for himself.

906. The book would merely name Our Lord; the Unitarian child would say, who was he?—And the Unitarian minister would reply, "He was the Son of God."

907. What would the teacher or the master say?—It would depend on the circumstances of the case what would be the master's reply, and upon his idea of the object of asking; he might indeed not give a definite reply at all, but refer the child to his religious teacher; and I think that would be very effective, because the child's curiosity would be awakened, and the religious teacher would the more easily satisfy that curiosity.

908. Would there not be great inconvenience in the master refusing to answer a question of that sort?—I think not; every parent is obliged frequently to refuse to answer questions by his children.

909. Mr. *Miles*.] But still, on so vital a point as that of religion, if a question emanates from a child, should not that child have an answer?—Of course he should; but it does not follow that he should be then answered immediately, by an individual not engaged for the purpose.

910. Would it not be letting down the teacher in the eyes of that child, if he were to say, "No, I cannot give an answer, but go to your religious preceptor and get an answer from him"?—If he were to put it in those words, possibly it might; but if he were to tell the child, "The hour for religious teaching is so and so, and I hope you will bring up that question to your religious teacher, and he will give you interesting information upon that subject," the curiosity of the child would be awakened; the teacher would mind his own business, and the child would get much better taught.

911. Then in reading the Bible you would not put parallel passages together at all, would you?—I think not.

912. Nor would you endeavour to explain one text of Scripture by another, if the child were to ask, what is the meaning of that?—Not ordinarily. I should in such cases refer the child to his religious teacher.

913. Mr. *Bowyer*.] Supposing the expression in a text of Scripture, "The Son of God;" and the child said, "What does that mean?"—The reply might be, "There will be a lesson upon that subject after the close of the hours of instruction. I shall be much obliged if you will remind me of that question then; in the presence of other children, who do not attend the religious teaching of this school, I cannot enter upon it."

914. Would not that seem very strange to the child?—Not stranger than many other things do. My child very frequently puts questions to me, and my reply is, "I cannot answer that question until you get older, and are better able to understand me."

915. But you would not refuse to answer a child's question upon a point of that sort, involving a vital point of religion?—I should, certainly, as a day-school teacher.

916. As a parent?—As a parent I should refuse to answer it, unless I thought the child could properly comprehend the answer.

917. Take the case that he could properly comprehend the answer?—Then I should answer it at once.

918. Then would it not be strange for a schoolmaster to refuse to answer that question?—The child would soon get an idea what was the schoolmaster's proper duty, and he would not put such questions; but he would bear them in mind, and put them to the religious teacher.

919. Then, in point of fact, the child could not have any explanation of any matter occurring in the Scripture lesson?—He could only get answers upon moral precepts, or upon history.

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920. Would it not be very difficult to discriminate what were pure moral precepts?—Practically not; I think the schoolmaster would soon feel his own proper limit.

921. Do you think that the Bible was ever meant to be used in that exclusive manner for teaching morality?—That is a question I cannot answer at all.

922. Have you ever formed an opinion upon that question?—I have no doubt that all the Bible was meant to be used for every good purpose it is capable of; but those purposes depend upon the people who use it.

923. Do you think that the Bible was ever meant to be used in such a manner as to leave out all religion?—My impression is, that the Bible may be used for every good purpose as every other book, and that it may be used partially or wholly as suits the conviction and the convenience of the teacher.

924. Do you think when we find a number of truths given to us by God himself, that we have a right to separate those truths?—We have a perfect right, I believe, to deal in accordance with our own conscience with whatever comes before us.

925. Would not many religious persons object to make that separation of things which God has put together?—It is utterly impossible to teach them all at once, therefore I do not see why they should.

926. The Gospel teaches religion and morality together, and morality as springing from religion; would you not infer from thence that it is not impossible to teach morality and religion together?—I should infer that it is quite possible to teach morality through religion, but I also know it to be quite possible to teach morality separately.

927. Do you mean to say that it is impossible to teach morality as arising from religion?—I have answered that question, by saying that it is possible to teach morality through religion.

928. Would you not infer that that was the intention with which the Bible was written?—My impression is, that if religion does not produce moral results, it is not a valuable religion.

929. Do you not think that it appears that the intention with which the Bible was written was, to teach morality with religion, and as springing out of religion?—I have no doubt that it was, inasmuch as I have already stated that the highest form of morality is seen under the Christian religion.

930. Do you not think that many religious persons would scruple to separate religion and morality?—I do not see why they should.

931. If God meant that they should be taught together?—I do not see why they should object to separate and teach as much as can be understood and maintained by all, and to supplement such teaching by that which is peculiar.

932. Do not you think that they would, in point of fact, object to that?—If they did, the objection of the Roman-catholic would be one, and the objection of the Protestant another; and I should want to know immediately in connexion with what form of religion I must teach morality; and every member of every sect would require his own form, and I should be set fast and could not teach it at all.

933. Do not you think that all sects of Christians, that certain Roman-catholics and members of the Established Church and Wesleyans, and also Baptists, would hold that religion ought not to be separated from morality?—I think I know members of all those sects who do not hold it.

934. Individuals may not do so, but is not that the opinion of the sects?—I am not sure that I am competent to form an opinion upon that subject; but the National Public School Association comprises members of all those bodies.

935. Do not you think that they, seeing that morality and religion were, in point of fact, taught together in the Bible, would object to taking the Bible to pieces and teaching one part separately?—I do not think they would; in practical life they do not.

936. Mr. *W. Fox.*] Do you think that the Bible, or any portion of it, was especially given to the world for the purpose of being used as an elementary school book?—My impression, is, if I am to state my own individual opinion, that it is better not used as an elementary school book at all; and I think that the questions put by the honourable Member who last examined me are proof that the using of the Bible as an elementary school book would lead to amazing difficulty.

937. Mr. *Bowyer.*] That is as an elementary school book for secular knowledge?—I mean as an elementary school book at all in a mixed school.

938. Are there not many passages in the Scriptures which would be totally unintelligible without some explanation, involving at least the doctrines of Christianity as contradistinguished from some sects?—There are; and that shows the necessity of the separate teaching of such doctrines.

939. Then, in point of fact, you would be obliged to exclude the Bible altogether from your schools?—No, not altogether; we could not make the full use of it which any one sect did not object to.

940. *Chairman.*] Have you received support for the National Public School Association from clergymen of the Church of England having now a cure of souls?—Yes.

941. And the ministers of other religious bodies?—From the ministers of almost every religious body.

942. Mr. *Bowyer.*] From individuals?—From individual ministers.

943. *Chairman.*] Would it be difficult to ascertain what the opinion of such a body as the Church might be upon a question of this kind, because there is no mode of testing the views of the whole laity of the Church upon this question?—We cannot get at the opinions, even of the Church, upon the question, so as to find that they are at all agreed. We find that the Rev. Archdeacon Denison and the Rev. Hugh Stowell are at opposite points; and I doubt not that, if we could know the opinions of the clergymen of the Church, we should find as many shades of opinion among them as among other sects.

944. You have found clergymen now having a cure of souls who do not see any ground of objection to the national secular plan of a religious nature?—We have such clergymen among our subscribers. I have here a statement from the Rev. William F. Walker, who is incumbent of St. James's, in Oldham; and he says: "He does not think it possible to nationalise education by voluntary effort; his own experience has furnished instances of the failure of two infant schools and of two British schools, one connected with the Independents and one with the Baptists, while three National schools have remained in existence by virtue of a small endowment, and the other two by the fees of pupils under the Factory Act. The Baptist school was extinguished by the withdrawal of the factory pupils. Thinks the establishment of a system of free schools for secular instruction would materially assist the efforts of the minister of religion, who now frequently fails in properly impressing a Bible class for want of previous secular instruction. A rate for education would secure adequate remuneration for teachers, and more regular attendance on the part of the pupils; the time now wasted in looking after and collecting the fees would be saved, and the temptation on the part of the pupil to pilfer the money would be avoided. The cause of religion is retarded by incompetent teachers forcing doctrines upon unwilling recipients, but the establishment of public schools, to which the adherents of all sects might send, would be a great convenience to parents; and each minister of religion could assemble the children of his own congregation at the times appointed under the plan for special instruction. He would hail such an opportunity with pleasure, and believes that much good would result. Secular instruction forms the only just basis of a system of schools supported by a rate to which all sects contribute; because it comprises all upon which the sects are agreed."

945. Mr. *Bowyer.*] How many clergymen of the Church of England have you who have sanctioned your scheme?—I cannot tell you unless I had our books here.

946. Where did you get those opinions from?—From the gentlemen whose names are attached to them. I procured them purposely. The Rev. Henry Dunckley, Baptist minister of Salford, "is in the habitual practice of visiting at the homes of members of his congregation, and many of them being of the operative class, he has facilities for becoming acquainted with their habits; has always observed that the absence of good instruction in youth is connected with low domestic habits and degrading amusements in adult life; has witnessed that the want of means is often a reason for educational neglect. Good instruction can scarcely commence too soon; feels certain that the establishment of free infant schools would prevent much infant immorality; free evening schools would meet the wants of youths who work during the day; but nothing short of industrial schools could absorb the vagrant population. Secular instruc-

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tion would meet the necessities of the case, for the religious organisations would be sure to superadd their own teaching. As a dissenter, could only consent to secular instruction being paid for out of the rates; would feel bound to refuse a rate which was to be applied for religious instruction. Free secular instruction would remove the most formidable obstacles to the religious improvement of the masses, who now are frequently unable to understand the sermons, or to properly appreciate the appeals of the minister of religion; would be very happy, as a minister, to take advantage of set times for religious instruction, and would feel it as a duty to assemble the youth of his own congregation at such times for the purpose. Free secular schools, combined with voluntary religious instruction, would raise us better Sunday school teachers, and a better class of pupils, and would enable us to confine Sunday schools to religious teaching; whilst the assembling of the children of different denominations in the common school would exercise a favourable influence upon all, by spreading abroad much more charitable feelings than do at present prevail."

947. Mr. *K. Seymer.*] Do you think the same conscientious scruples may exist to the omission or suppression of truth as the teaching of error?—I have stated very fully, in reply to questions in my former examination, that in my view an objection on the ground of conscience must be either to the positive suppression of truth, so that it cannot possibly be taught, or it must be to the enforcing of error. Our schools would only occupy given hours during the day, and the conscience which required religious teaching would supply it in other hours.

948. If my conscience tells me that the whole of teaching ought to be combined with the peculiar doctrines of Christianity, then you would not consider me as worthy of consideration?—I do not think your conscience can tell you any such thing. I can perfectly conceive that your conscience may require Christian teaching, but your conscience cannot require that it should be given between the hours of 9 and 12, and 2 and 4; since any time previous to 9, or between 12 and 2, or after 4, that teaching might be given, and your conscience might supply it.

949. Mr. *Bowyer.*] May not my conscience object to morality being taught without religion, if I think that all morality ought to be taught as arising from religion?—If your conscience objects to morality *per se*, the objection is a good one; but your conscience cannot object to a thing that is good *per se*, because it is not connected with another thing equally good or better *per se*.

950. Do you think a man may do good actions with a wrong motive?—It is quite possible that a man may do an action that may tend to good, meaning it not to be good.

951. He may do an act of generosity with a bad motive?—It would not be an act of generosity so done.

952. *Per se* it might be a good act?—No, *per se* it might produce good effects, but the act is as the motive for doing it.

953. Mr. *K. Seymer.*] Then you constitute yourself, in point of fact, the judge of the conscientious scruples of others?—Yes, every man does who has an opinion upon that point.

954. Mr. *Bowyer.*] Are you not aware that there are Christians who believe that mere morality without religion is not good *per se?*—I am aware of that, and such Christians would require to supplement mere morality with religion.

955. Would not those Christians require that morality should be taught as arising from religion, and as something inseparable from religion?—Yes, and they would so teach it.

956. And would they not object to morality being taught without religion *per se?*—I do not see that they could.

957. Have you not heard of such an objection?—Never.

958. Are you not aware that many of the members of the Church of England object to it?—I am aware that, theoretically, they look upon morality as sin without faith; but I am also aware that, practically, they promote morality to the utmost where they cannot teach their religion.

959. Would they not think it necessary to teach morality as arising from religion?—Undoubtedly; and wherever they taught it at all, they would teach it as arising from religion. That need not prevent the common schoolmaster from teaching it also.

960. Would

960. Would they not object to its being taught as not arising from religion? —I have answered that question in the negative already. *John Watts*, PE

961. Mr. *Cobden.*] Do you think that there is any rational being in the world who would prefer a man to remain a drunkard rather than become a sober man, unless he could at the same time convert him for a special religious motive?—Not according to my notions of rationality. 15 April 185

962. Mr. *Bowyer.*] Has any Roman-catholic priest expressed his approval of your secular system?—Yes.

963. How many?—Three, to my knowledge. I do not know how many others. In the early part of this inquiry, a book, by Mr. Tremenheere, was quoted by Mr. Baines and Rev. Mr. Richson; the object of the quotation being to show that the American school system was in America undermining Christianity. Now I have read Mr. Tremenheere's book very carefully, and I have taken from it a considerable number of extracts; the only alteration which I have made in those extracts being that, instead of giving the numbers that do not attend Sunday schools, I have reversed the statement, and have put in the number who do attend Sunday schools. I will put in these admissions, as I call them, on the part of Mr. Tremenheere. "I admit to the fullest extent the correctness of all that has been asserted of the general excellence as regards secular instruction of the public day schools in the towns, wherever I had an opportunity of seeing them, and the efforts making to improve those in the country" (p. 7). "The theory on which the whole public-school system of the United States is based is, that the religious instruction, which is not given in the day school, is given in the Sunday school, exception being made for the children of those who are able and willing to instruct them at home" (p. 8). Churches, chapels, and books are here forgotten. "At Newport, Rhode Island, 90 per cent. of day scholars were also Sunday scholars" (p. 10). "In the town of Fall River, 80 per cent. of the children between the ages of 5 and 15 years appear to be habitual attendants at the Sunday school" (p. 170). "In one large school in Philadelphia, with 625 pupils, upwards of 70 per cent. were also Sunday scholars. This was a primary, secondary, and grammar school in one" (p. 14). "In nine others, nearly 82 per cent. were Sunday scholars" (p. 14). "In seven others, principally girls' schools, more than 90 per cent. were Sunday scholars" (p. 14). "About one-half of the children at the school age attend the Sunday schools" (p. 15). "In Philadelphia, one-tenth of population attend Sunday schools." Mr. Tremenheere unconsciously tell us where the fault lies when Sunday schools do fail: "The Sunday schools in the mining districts do not thrive much; an active Wesleyan minister may come among them and get up Sunday schools, but he only stays two years; when his term is up another comes, who may not be so active, and the schools droop, or perhaps disappear" (p. 18). The remedy is surely not to draft this duty to the already overwrought schoolmaster. At Pittsburgh, with a population of about 85,000 persons, two-thirds of the children at the school age, exclusive of some in private schools, are in the public schools; and from 50 to 70 per cent. of them, according to the locality, are also Sunday scholars" (p. 19). "Moral instruction is enjoined on the masters and mistresses to the utmost extent to which they are able to carry it in the course of the ordinary lessons of the school" (p. 18). "In the Cincinnati School Report for 1850 (p. 6), the average daily attendance at the common schools is given as 5,362; the children and youths between four and 21 years of age are given as 33,548; and the report says that of these perhaps one-half are nominally connected with the common schools, and the numerous private institutions and seminaries of learning in the city. Cleveland, in Ohio, has grown within 30 years from a mere village into a city of considerable importance. The school report for 1850 and 1851 gives the children and youths from four to 21 years at 4,773, and the average daily attendance at the common schools 1,650, the number for 1849, 50, being 1,440. The acting manager of the Board of Education says, that nearly two-thirds of the day schools attend Sunday schools (p. 24) "The day scholars of New York, in actual attendance, are 40,058; the Sunday scholars about 30,000. The total number passed through the day schools in the year was 107,000, and the total number frequenting the Sunday schools about 60,000." New York is in a great degree a passage to other places. And here is an explanation: "Where the population is dense rather than rural, there is a class, especially foreigners, the most degraded

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and depressed of the population, whose children are irregular in their attendance at the day schools, and therefore also, for the same reason, the neglect and indifference of the parents, irregular in their attendance at the Sunday schools" (p. 35). "About 80 per cent. of the children in common schools in Boston attended Sunday schools" (p. 36). Rev. Dr. Sears, secretary to Massachusetts Board of Education, says: "A few years ago there was some opposition to the Board of Education, on the ground of the negative character of its religious instruction. The clergy of the different denominations, upon closer examination, and upon observing the actual working of our system, have, speaking generally, abandoned their opposition to it" (p. 42). "The only denominational schools that I am aware of in Massachusetts are set up by individuals, relying chiefly on the support of the denomination to which they belong, but without any ecclesiastical pledge of any sort; and these are rapidly declining" (p. 43). And Rev. Dr. Edson himself, who is so afraid of the undermining of Christianity, unconsciously suggests a cause for it other than the common schools. Speaking of the Irish population, he says: "These are well looked after by their priests, and I have no doubt that nearly the whole of them attend some Sunday or other catechetical instruction. Looking then solely at the American population, and the few foreigners, not Irish, mixed with it, I believe that less than half of the whole number of children between the ages of 5 and 16 years attend any Sunday school, or do so only most irregularly" (p. 52). I submit here, that all the former evidence goes against Dr. Edson; that the proportion of day scholars attending Sunday schools is very near 80 instead of 50 per cent.; and that, as very nearly the whole appear to pass through the day school, the same proportion of the whole will apply to the Sunday school attendance. 2d. That the force of the expression "catechetical instruction" is proof that Christianity with Dr. Edson is confined to his own creed; and the cause of his lamentation is, that he cannot bring all men under it. 3d. That, making allowance for foreigners, who are not so likely to be interested in the American system as natives, and for Jews, Quakers, and those of the middle classes likely to instruct their children in religion at home, or to take their children to churches or chapels, the above extracts abundantly prove the sufficiency of the American school system. And the result of the system generally is sufficiently shown by the fact that, by a late inquiry in the State of Connecticut, with about 400,000 inhabitants, only 500 were found not able to read, and those were Irish" (p. 57). Mr. E. Twistleton, in his evidence put in by the Right honourable Chairman, last session, shows that out of 13,496 children present on school in 6 towns of New England, 12.026 were then also in attendance on Sunday schools, and 1,008 had attended, thus leaving only 462 of the whole number unaccounted for. This was the result of a careful inquiry, and not of general impressions collected during a flying tour of pleasure. See page 488, Appendix to Evidence, 1852. I have also some extracts in confirmation of my view that America is certainly not less religious than England, which extracts I have taken from a little book called the "Test of Experience," by the Rev. J. H. Hinton, in which he says: "The population of the United States, in 1850, may be stated, in round numbers, at 23,000,000. The ratio of churches to the population, consequently (taking half the population as the element of calculation), is rather more than 1 to every 200 of the population. In fifteen years the population had increased not quite twofold, and the number of churches had increased more than fourfold" (p. 57). "We have 27,408 churches, and 18,021 ministers" (p. 63). "The Baptists alone have 8,406 churches, 5,142 ordained ministers, 1,302 licensed ministers" (p. 64). Dr. Baird, in a statistical paper read before the Evangelical Alliance in this country, sums up 61,467 churches (or congregations), and 27,054 ministers. The great deficiency of ministers is amongst the Methodist body, but it is largely compensated by the employment of local preachers (p. 66). And as to the value of this ministry, "Never, since the days of the Apostles," says the Rev. Calvin Colton, "was a country blessed with so enlightened, pious, orthodox, faithful, willing clergy, as the United States at this moment." "The American clergy," says Captain Marryat, "are, in the mass, equal, if not superior, to any in the world" (p. 73). This latter is the testimony of an enemy, and is certainly worth all which the words imply. How is it likely that

with

with such a clergy religious instruction will be neglected; and if in this country, under similar circumstances, it should be neglected, would not the neglect be fairly attributable to the ministers of religion? By a compilation from the "American Almanac" and some of Dr. Baird's statistics, we find the number of churches to be 60,215, and the communicants 4,566,168; and in the Protestant churches alone the communicants are 3,332,818 (p. 78). The communicants are thus nearly 1 in 5 of the whole population. The Methodists first attempted Sunday schools in 1790, but failed. Early in the present century schools began to be established in various places, and the number was very considerable in 1816. In 1823 the American Sunday School Union was formed. In 1830 the society resolved to establish a Sunday school in every neighbourhood which was without one throughout the Western States, wherever practicable" pp. 81, 82. The American Sunday School Union has issued 2,000 different publications, mostly books for Sunday schools' libraries; the Methodist Union 1885; the Massachusetts 3,000; the Episcopal 300; total, 7,185. "It is estimated that there are not now far from 3,000,000 children, youths and adults, in Sunday schools, taught by 300,000 teachers, among whom are to be found many of the best of our young people, and even Members of Congress and of our Legislatures, judges, lawyers, mayors of our cities, and other magistrates, and of our honourable women not a few" (p. 83). "So highly are Bible classes valued, that few settled pastors have not one or more amongst their flocks" (p. 83). "In 1850," Dr. Baird says, "the different Home Missionary Societies support 2,603 missionaries, at the cost of 426,868 dollars (p. 85). In 1842, 257,167 Bibles were distributed by the Bible Society (p. 86). Its receipts for the year were 134,357 dollars; but there are three Bible societies, and they have issued since their commencement up to 1843, 7,774,983 copies of the Bible and New Testaments (p. 87). The following is a summary of the amount raised by voluntary contribution for religious purposes in 1850:—

	Dollars.
Salaries, &c. of ministers - - - -	7,670,650
Erection, &c. of churches, &c. - - -	3,200,000
Religious and educational societies - -	1,991,817
New Evangelical bodies - - - -	2,137,553
TOTAL - - -	15,000,020

or more than 3,000,000 *l.* sterling. It thus appears that, in the United States, under the voluntary principle, religion has been by no means stagnant; but that, on the contrary, it has manifested all its characteristic developments, and with no little vigour" (p. 89). These extracts will be confirmatory of the impression I have got from Mr. Tremenheere's book; and I have been favoured with the sheets of a book now passing through the press, by an eminent Swede, Mr. P. A. Silgistrom, which is the best account of American schools, according to my judgment, which has yet appeared. I have also made some extracts from that, which I wish to put in. These extracts apply principally to the school systems of Massachusetts and New York. Page 51: "Each town, however small, must maintain one school for six months per year; if of 100 families, it must have one school throughout the year, or two for six months; if 150 families, two for nine months, or three for six months; 500 families, two for a year, or three for eight months. These must teach reading, spelling, writing, arithmetic, grammar, geography, and good behaviour. A town of 500 families must also have one school for these things, together with geometry, algebra, land-surveying, book-keeping, for nine months. Townships of 4,000 souls must also have one school for Greek and Latin, general history, logic, and rhetoric, besides the other branches. All these are open to all who have attained the required age. In Massachusetts, there is an English high school for every three square miles, and for every 12,300 inhabitants, and a Latin high school for every 32,000." Page 60: "Parents find school-books, and in cases of neglect the school committee supplies them, and charges them, through the town assessors, upon the parents; or, if they be destitute, upon the town." Page 86: "The law has at its command the means of compulsory attendance, but they are applied with the utmost caution, and only in extreme cases."

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cases." Page 87: "If a township neglect to tax itself for maintenance of public schools, it is fined in double the amount which it has ever voted for school purposes; and if it do not appoint a school committee it is fined from 100 to 200 dollars." Page 88: "Every child unlawfully excluded may prefer a claim before the legal tribunals for compensation." Page 89: "No child under 15 years can be employed in a factory, unless he has attended a day school for 11 weeks of the preceding year, and he must continue to attend and receive instruction in the usual branches of knowledge, for a similar time in every year, up to his fifteenth." Page 92: "The State grant, and the town rate, is divided amongst the districts, according to the number of children at the school age; these sums are for teachers' salaries. The districts themselves construct, arrange, and maintain the school houses, and they may levy a tax of 10 dollars for school libraries. Any extra amount for salaries above the taxes, is paid by the scholars. The rate paid in 1845, in the State of New York, was less than two-thirds of a dollar per scholar. In some communities the schools are entirely free, in others there are donation funds for the support of the popular schools." Page 112: "In Boston, in 1849, the public scholars were one-sixth of the population." Page 119: "Prior to 1842, popular instruction in New York was in the hands of a private society, called 'The Public School Society,' founded in 1805, and which in 1815 began to enjoy a share of the public funds. In 1842, some members of the Roman-catholic clergy, wishing for a separate portion of the funds for select or sectarian schools, raised a violent opposition to the Public School Society, on the ground that some passages in the school books were offensive to their feelings. These passages were immediately suppressed, and then the opposition raised the political question of the impropriety of entrusting public education to a single corporation. The first result was, the establishment, not of sectarian, but of 'Ward schools,' entirely under the control of the Commonwealth; and in 1848, the Public School Society was prohibited from establishing more schools." Page 144: "The active management of schools is entirely in the hands of local authorities elected by the people. They determine the system of instruction, examine, appoint, and dismiss teachers, construct school houses, regulate their internal arrangements, &c. These functions are divided between two bodies; one of which attends to the material well-being, the other to the teaching." Page 163: "In New York, unless a school be in activity four months per year, it cannot get any share of the State subsidy. In 1844, the whole of the schools in the State were open, on an average, eight months." Page 169: "In Massachusetts, the pupils in 1850 were between one-fifth and one-sixth of the inhabitants, and the attendance one to every seventh or eighth inhabitant." Page 178: "One-seventh of the total number of scholars in Massachusetts frequent private schools, and in New York one-eleventh of the total scholars. In Massachusetts, whose school system is the best organised, the number of private schools is proportionately greater than in any other State." Page 148: "The activity of the clergy is strictly limited to ecclesiastical matters; neither their own wishes, nor public opinion will allow them to extend their direct influence beyond the Church. A clergyman, unless a freeholder, has no right to vote in meetings of the school district, because they are exempt from personal taxation, as also from taxes on personal estate. Within a certain limit they are likewise exempt from taxes on real property." Page 151: "The absence of actual compulsion does not exclude active surveillance. The school inspectors for Connecticut, according to one of their reports, feel convinced that there is not a person born and bred within the limits of this society, who goes out into the world without school education. Most praiseworthy care is taken that every child who does not attend any other school, shall be sent to the public schools." Page 203: "The Public School Society's normal school, in New York, gives additional instruction to persons already engaged as assistant teachers; it is open every evening, except Saturdays. There are also teachers' associations for deliberation and discussion, and teachers' institutes, or conventions. The teachers' institutes are temporary normal schools, open during the common school vacations. The teachers receive instruction in the art of tuition and discipline from persons selected by the highest authority in the State. It is common for the inhabitants on such occasions to provide gratuitously board and lodging for the teachers from a distance. In many places the travelling expenses are borne wholly or partly by the State. The 1849 school report, State of Maine, showed that such meetings had

had been held in every county, and had been attended by 2,355 teachers, out of 6,557, the whole number in the state. In New York, above 6,000 attended in 1845." Page 211: "The material is generally of the highest character in the better schools. Every grammar-school in Boston possesses an excellent collection of scientific instruments, and in many popular schools there are collections of minerals, technical products, &c. Outline maps, and a black drawing-board all round the rooms, are the never-failing appendages of a good popular school in America." Page 228: "If there be not a true and living interest for religion and Christianity among the Protestant clergy and people of America, such interest must be sought in vain throughout Christendom. Without wishing in the least to deny the great importance of religion as regards popular education, I cannot admit the correctness of the proposition, that every educational institution, in which religion does not form one of the branches of positive instruction, must necessarily, and consequently, be irreligious and unchristian in its tendencies." Page 230: "Although no word of dogma be breathed, nay, although the Bible be never read within its walls, the whole course of instruction and the system of discipline in a school may, I think, and the practical example of many American schools has confirmed me in this opinion, be so deeply imbued with the purest spirit of Christianity, that the influence exercised cannot but be much more effective than the mere mechanical repetition of the phrases of a Catechism, or of a *Compendium Theologiæ Dogmaticæ*." Page 232: "Sunday schools were first introduced by the Methodists in 1790, and in 1823 the American Sunday-school Union was formed. That society has employed as many as 50 missionaries per year to promote Sunday schools throughout the United States. It has published 5,213 works, including various forms of the same work from its commencement. These are sold so as barely to cover expenses, yet the income for 1849 was from this source 130,000 dollars. Books to the amount of 12,000 dollars were distributed gratuitously in the same year, and the income from donations was 30,000 dollars. The association publishes three journals; one for teachers, and two for young people. A fortnightly journal of 16 octavo pages, with wood-cuts, is issued at 26 cents per year." Page 235: "So important is the Sunday school, that there are many examples of judges of the Supreme courts, and other high functionaries having devoted themselves to it. General Harrison, down to the very Sunday preceding his departure for Washington to assume the office of President of the United States, fulfilled his duty as a Sunday school teacher." Page 239: "If we take into account how much religious knowledge children acquire at home, and at the Sunday school; that attendance at church is the general rule; that Bible classes are open to all who desire them, and that the pastor is not prevented from giving his full attention to such classes by occupations of a less spiritual nature; that the religious journals have as wide a circulation, and are as much read as those of a political character, it will be easy to conceive how true Christian culture may exist in a much higher degree than in any other country, although regular religious instruction be not imparted in the popular schools." Page 254: "In 1850, 'The Family Christian Almanac,' published by the American Tract Society, and containing 60 pages, sold 192,000; and their journal, 'The American Messenger,' (twice a month), has 140,000 subscribers. The society employed, in 1850, 314 paid agents and 106 volunteers, who sold 377,258 tracts, and distributed gratis 98,819, having called upon 341,071 families. The revenue was between 200,000 and 300,000 dollars." I have only one other short document to trouble you with, and that is a statement by Mr. Morell, who says, in the Report of 1851-52, p. 630, "There are at this moment no less than 1,600 children in the Kirkdale and workhouse schools, Liverpool, who, but for the provision arising out of the parochial rates, would be preying in the shape of beggary and crime upon the community. What is thus supplied to the pauper class needs to be supplied to those who, without the name, are suffering the worst effects of pauperism. Local rating, and a given amount of free instruction, with a determination on the part of all employers to enforce an education test, appears to me an indispensable condition to be secured, ere we shall succeed in elevating those neglected classes, to which hardly any of the voluntary efforts now in existence (except indeed the ragged schools) really apply. We are quite sure that our population will increase; that our perils and our responsibilities will increase with it; and that our sheet-anchor, socially speaking, must be the education of the people." I put this in as a proof on the

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part of a very able man that we need all the classes of schools advocated under the national plan in order to nationalise education, and as it appears to me a proof that the Manchester and Salford Education Bill, and the Bill introduced into Parliament by the Right Honourable Lord John Russell, will not and cannot possibly effect this end.

Martis, 19° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. T. M. Gibson.	Mr. W. Fox.
Mr. Brotherton.	Mr. Ker Seymer.
The Marquis of Blandford.	Mr. Cobden.
Sir George Grey.	

THE RIGHT HON. T. M. GIBSON, IN THE CHAIR.

Mr. *Thomas Binyon* called in; and Examined.

Mr. T. Binyon.

19 April 1853.

964. *Chairman.*] YOU are a Member of the Society of Friends?—Yes.

965. Does the society to which you belong wish to give some information to the Committee upon the probable results of the Manchester and Salford Local Education Bill?—At the time when that Bill was first agitated in the town of Manchester, the Society of Friends deemed it expedient to appoint a committee of their own body to watch the progress of that Bill, or any other Bill on the subject of education, to see that their conscientious views should be had some regard to; and that committee have requested me to appear before you in reference to that Bill.

966. Is the Society of Friends in favour of general education?—Yes; the Society of Friends, I think, as a body, at all events I speak on behalf of those in Manchester, are in favour of a general public education, when based on principles which shall not intrude on the religious or conscientious views of others.

967. You do not object to co-operating with your fellow-townsmen in bringing about a system of general education, provided the principles upon which that education is based are in your opinion just?—No, we would rather unite, and should be desirous of uniting, with our fellow townsmen for the promotion of education amongst the poorer classes, particularly upon such a principle as we could unite with, so as not to have our religious views intruded upon.

968. You have no objection, provided the education itself be satisfactory and founded on just principles, to join in any system of rating, or other modes of providing the expenditure necessary?—Most certainly we have no objection, always having regard to that provision.

969. No objection to rating in itself?—No.

970. Then the particular plan of the Manchester and Salford Education Society having undergone your consideration, what views do you entertain respecting it?—I think I may state on behalf of the society in Manchester, and also as my own private sentiments, that our principal objections to that measure are the levying of a rate which shall be distributed amongst all the denominational schools existing, thereby appropriating the rate as paid by the ratepayers to the sectarian instruction of all denominations. We feel that if a rate was laid separately and distinctly for the purposes of education, to be distributed amongst all the sectarian schools, that we could not conscientiously pay such a rate, seeing that it would be appropriated to the propagation of doctrinal views which we consider erroneous. The Society of Friends, on the occasion when this Bill was in agitation in the town of Manchester, did issue a document stating their reasons why they could not support the local education Bill.

Bill. I have a copy of that document, which, if I am allowed, I should wish to read; it is as follows:— Mr. *T. Binyon.*

19 April 1853.

Reasons why the Society of Friends cannot concur in the Local Education Bill for the Boroughs of *Manchester* and *Salford.*

The Bill, commonly called the Local Education Bill, intended to be applied for in the next Session of Parliament, contains provisions which have a very important bearing upon every denomination of religious professors; and as the silence of any portion of the community may be construed into tacit approval of the measure, it seems desirable to the Society of Friends in Manchester, that their views on the question should no longer be withheld. They have ever felt a warm interest in the general spread of education when based upon sound, liberal, and Christian principles, and are prepared cordially to unite with their fellow townsmen in conferring so inestimable a benefit upon every class of the community. They, therefore, cannot but express deep regret that clauses have been introduced into the said Bill, uncalled for by the requirements of a sound and comprehensive education, which, if ever brought into operation, will be a direct invasion of religious liberty, and a violation of the sacred rights of coscience. These remarks apply, especially, to that provision of the Bill which directs the application of a local rate for education, in support of schools in which catechisms, creeds, and formularies prepared by human authority, or other sectarian views of religion, will be taught; varying in doctrine according as each schoolroom may happen to belong to one or other of the existing sects among professing Christians. Whilst earnestly desirous of cultivating feelings of brotherly kindness and true charity towards all, it may be permitted, they trust, without offence, to put the question:—Can a conscientious Protestant himself instruct, or directly remunerate a teacher to instruct a child in the doctrine of purgatory; in the practice of prayer to saints; the invocation of the Virgin Mary, or bowing down to the host? Or, on the other hand, can a sincere believer in the Roman-catholic faith consent to pay for the propagation of those Protestant doctrines which his own spiritual advisers designate as heretical? One answer only is possible. They cannot! How then can they consent, under an Act of Parliament, to pay a rate for the instruction of children in those very doctrines and practices which, in their private capacities, they would conscientiously refuse to teach, either from their own lips or by means of a salaried substitute? But, whatever view others may take, the Society of Friends dare not unite in practices so latitudinarian in matters of infinite importance. A clause exists, the very introduction of which clearly indicates the conviction of the promoters that the provisions of the Bill are liable to the charge of oppressing tender consciences. It professes to give the ratepayer the option of directing the appropriation of the amount of his individual rate to such schools as he may elect; but the principle of the clause is nullified by the subsequent declaration, that all excess of appropriation, over and above the wants of the schools to which his rate has been thus devoted, shall be available for the general purposes of the Act; or, in other words, for those denominational schools which, by such special election, the ratepayer has been invited to declare he could not conscientiously support. It cannot be denied that this application of surplus funds violates liberty of conscience, just as seriously as if the whole rate were left for indiscriminate distribution. In short, no relief can be afforded in this direction, unless the obnoxious and needless provisions, by which sectarian, doctrinal teaching is endowed with funds from a local rate for education, are completely expunged from the Bill. The Society of Friends has ever held that the intervention of the civil power in furtherance of the teaching of any form of faith is an invasion of religious liberty. With respect to the clauses for the management of the schools, the plan of centralising in the Committee of Privy Council almost the entire control of the system is contrary to the spirit of self-government in local institutions; and, notwithstanding the seeming impartiality of the Bill, there exists in some of its provisions, and in the well-known ascendancy of the ecclesiastical element in the chosen central authority, a manifest means of largely increasing the influence of the State hierarchy; and should the Bill hereafter be adopted as the model for a national measure, there is much cause for apprehension that, when applied to the rural districts, it would tend still further to consolidate a power which already exists to an extent inconsistent with the just rights of the community. The Society of Friends have ever refused to pay imposts levied in support of a State-established Church, in which many of the doctrines and practices differ widely from their own views of Christian truth; and in support of this testimony their fellow members in various parts of the kingdom, even in the present day, are subjected to heavy and grievous distraints upon their property. The upright and consistent Christian, in his walk through life, is bound closely to cleave to his own individual convictions of faith and duty; and cannot contribute to the inculcation of dogmas and creeds, from which he conscientiously dissents, without undermining the stability of his religious character. This truth has become largely recognised in the present day, and seemed likely ere long to lead to the relief of Dissenters throughout the kingdom from the still existing claims for church-rates. The provisions of the Local Bill for Education are clearly a retrograde movement, utterly at variance with that large and growing spirit of tolerance which, in these boroughs, has led to the noble example of the non-enforcement of that obnoxious rate; and, if allowed to pass into a law, will, in their operation, seriously retard the progress of religious liberty, and inflict great hardship upon persons unable conscientiously to comply with a demand for payment of the rate, who may, in consequence, have to suffer distraint for its recovery.

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Viewing, then, the Bill in its fundamental principle as violating the rights of conscience; as, in some of its provisions, increasing the danger which arises to free institutions, from a centralised authority over local affairs; and as having a tendency to augment and consolidate the power of the State hierarchy; for these reasons the Society of Friends, although anxious for the spreading of a sound religious education amongst all classes of the community, cannot give the measure any support, but feel called upon earnestly to appeal to their fellow-townsmen and fellow countrymen, especially to their Nonconformist brethren, to preserve from impending injury the cause of true religious liberty and th sacred rights of conscience.

971. To whom was that presented?—That was issued in the town and circulated.

972. Have you presented any petition or memorial to the corporation of Manchester, or to the House of Commons, on the subject of this Bill?—Yes, we presented a petition to the House of Commons, in fact, two petitions. Our first was presented in such a way, that we could not have obtained a standing before a Committee in opposition to the Bill, supposing that to be necessary; therefore two petitions have been presented to the House of Commons, and one memorial to the corporation of Manchester.

973. You entertain strong objections, then, to the plan, because it proposes to teach all religions, and to force persons, therefore, to be contributing to the support of what they believe to be erroneous; is that the principal objection?—Most certainly, and without wishing to be invidious in relation to any particular body, I think we did, in our document, object to any portion of our rates being applied to the support of Roman-catholic schools, in which their views of religion are taught. I think I need not particularise those views, because they are pretty well known to the whole community; but still our objections are to the principle, that a rate should be collected and applied to sectarian teaching in schools.

974. That is, to the teaching of all religions?—Yes, of all religions.

975. You would also object to a rate being collected for the teaching of one religion?—Undoubtedly we should, amongst a people who consisted of a great variety of religions.

976. Therefore, neither the plan of teaching one religion, nor the other plan of teaching all religions, would receive from your body support?—Yes, that is my opinion; that our body could not consistently make payments towards the teaching of any religion in the views of which they could not concur.

977. Then, if that be so, and you nevertheless do not object to a rate for education, the case stands in this way: that the only kind of instruction that your body would consent to support by a public rate would be ordinary primary instruction, as separate from religious and sectarian instruction?—I am not prepared exactly to say that that would be the sentiment of our whole body. The view, I apprehend, that we should take on the subject of public instruction would be, that we should consider that the Legislature, in passing laws upon that subject, should so pass them as that no portion of the rates should be considered as being applicable to sectarian or doctrinal teaching, leaving entirely in the hands of the committees having the management of those schools the selection of their own books under some regulations; and I consider that such a provision as that, whilst freeing the law from the charge of appropriating the rates for the support of sectarian schools, would, at the same time, give a sufficient liberty for the introduction of the Scriptures, and of religious instruction in those Scriptures; and that, too, without being made use of for the purpose of sectarian or doctrinal teaching.

978. Is there not a clause in the Manchester and Salford Education Bill which gives the ratepayer the option of directing an appropriation of his rate to be made to some particular school of his own choosing?—Yes, there is such a clause; and I think there is great diversity of sentiment in our own body, and also amongst others, as to whether that clause does give the relief that it was intended to do. My own individual opinion is, and has been all along, that it does give that relief, and that, notwithstanding the proviso appended to it, still the relief is given; nevertheless it does not make the measure entirely a satisfactory one; it might relieve some individuals, but the careless it would not relieve. Thus, it will be observed that the payment of the rate must be made within the first three months. If they allow a longer time than that to elapse, they are debarred the privilege of appropriating; certainly it

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is their duty to be watchful; but many individuals no doubt, would become ensnared by that limitation; and our view would rather be that no legislation on a question like this was strictly correct, that required the introduction of a clause like the one in question.

979. In addition to that clause there is a proviso, that in case there should be a surplus in the funds in any particular school, that that surplus should be applied to the general purposes of the Act; so that, in point of fact, although a ratepayer might, in the first instance, appear to be paying only for a particular school, yet inasmuch as he might be contributing to that surplus which might afterwards be applied to the general purposes of the Act, would not his conscience be equally violated in that case, as if there had been no such option given to him of appropriating his rate?—Undoubtedly; the intention of the ratepayer in appropriating would be frustrated. I do not feel that I can exactly say, although his intentions would be frustrated, seeing that the Act might be unknown to him, that his conscience would be intruded upon.

980. Still, if he knew before hand that the funds might be employed afterwards for the teaching of error, he might feel there was an equal violation of conscience?—It must be left to individuals how they would feel on those subjects. I know that is the feeling that very generally prevails among our body. I have not myself been able exactly to see it in that point of view; notwithstanding that proviso being there which allows the surplus to go (I now give my own private sentiments) to the general purposes of the Act, yet when an individual has appropriated his rate to certain purposes, or to certain schools, no opportunity is afforded him of ascertaining whether that is correctly carried out or not; and, as I say, it must be left to the individuals themselves. I do not know that, conscientiously, they would be required to examine into it whether it was so appropriated, and therefore relief might be said to be obtained.

981. The Marquis of *Blandford.*] You were in favour of that clause?—I was in favour of the clause, not the proviso.

982. Were you not in favour of the clause, with the proviso that the surplus should be appropriated?—No; I was in favour of the clause, but against the proviso.

983. Against the proviso regarding the surplus?– Yes.

984. *Chairman.*] It would be a more satisfactory arrangement, however, if it could be made clear that no funds at all were taken from the ratepayers for the purpose of sectarian and doctrinal teaching?—Yes; in my opinion, if there had been added to the clause appropriating the sum of 5 *d.* for boys, and 4 *d.* for girls for education, a declaration that no part of such payment should be considered to be made on account of either sectarian or doctrinal teaching, I think that that might have been a considerable aid to the passing of such an Act.

985. Now, in regard to supporting these schools, or schools of any kind by rates, what is your view in reference to managing the distribution of these funds by local committees, as against the system of management by the Privy Council?—Our views are, that it is much better that the management should be left in local committees and in the boroughs. At all events, I think it would be much the wisest to try that plan in the first instance; and if hereafter abuses should creep in, and it should be necessary that there should be a general board of appeal, such might be decided upon hereafter, as has been the case with the Poor Law.

986. Are you an advocate for what is called the system of self-government, as it exists in our municipal institutions in the country?—Yes, most assuredly; I think it is the best principle for maintaining our liberties.

987. Therefore you would like to see the same principle applied to the management of any system of national education?—Undoubtedly I should.

988. Would you be led to that opinion from any apprehension that the ecclesiastical power of the Church, for instance, might get too great an ascendancy if these schools were managed by a central authority like the Committee of Privy Council?—That is one of our objections to the power being vested so much in the Committee of Privy Council on Education; because I think that one of their instructions in relation to their grants, and one of the conditions or qualifications for teachers of schools is, that religious instruction shall be given along with the reading of the Holy Scriptures; and it is well

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known that the principal amount of the grants of money go into the hands of the Church. The passing of a measure like this local Bill, giving to all denominational schools, or allowing them to partake of the rate, certainly will throw a much larger amount into the hands of the Church schools than into any other, and, becoming a permanent payment, thereby more completely fasten on the whole community the burden of a State establishment. It aids that establishment, to which our society have at all times felt a decided objection; namely, the connexion of religion with the State.

989. Would it not raise a question very similar to the church-rate question if you have Church schools supported by a rate, in which the children are instructed in the doctrines and discipline of the Established Church?—I think it very probable that it would; I think it not unlikely that payment of the rate would be refused by many parties, so long as it is applied to the support of all kinds of sectarian schools and sectarian teaching.

990. At present there is no compulsory church-rate levied in Manchester?—None.

991. Still there is no backwardness, as far as you know, on the part of churchmen, to come forward to support, by their voluntary contributions, the fabric of the church?—That is a question I am unable to answer. I do know that great numbers of Dissenters pay church-rates voluntarily, the same as they did formerly; but with regard to what is the practice of the Church, that I do not know.

992. You have not heard that the discontinuance of a compulsory church-rate in Manchester has been complained of by any party?—I could not answer that upon my own knowledge; I have heard gentlemen say, that some parties connected with the Church have refused payment of that rate, on the ground that it was their desire to compel the enforcement of a rate.

993. The Marquis of *Blandford.*] Is there not this objection to the payment of church-rates, that where there is a district church, the inhabitants of the district do not object to the rate; but they object to pay to the mother church, not being members of the congregation of the mother church?—I have not heard that adduced as a reason; but I think it very probable that may exist to some degree.

994. *Chairman.*] Would it not be an unfortunate thing for the cause of education, if this conflict were to arise in reference to the rates for these schools, which arose in many places on the subject of church-rates?—We certainly should consider it a most unfortunate thing for the peace of the town.

995. And for the cause of education which you are desirous of promoting?—Yes, and for the cause of education too.

996. Then your society, as a whole, cannot conscientiously support the Manchester and Salford Education Bill as it now stands?—We cannot conscientiously support it.

997. With every desire to promote education, and with no objection to the support of education by a rate?—With every desire to support education, and to promote it to the utmost of our power, we could not support such a Bill as the Manchester and Salford Education Bill in its present shape.

998. Mr. *Cobden.*] Are the members of your society pretty unanimous in that?—I think they are pretty unanimous; we may have some three or four solitary exceptions. I am speaking now of our society in Manchester.

999. As a body, do the members of the Society of Friends give their support to the British and Foreign School Society?—They do.

1000. Pretty unanimously?—Yes.

1001. And the British and Foreign School Society requires, by its rules, the reading of the Bible without note or comment in all the schools in connexion with it?—They have Scripture lessons; I am not quite sure whether they read the Bible or not; I am not certain on that point. However, they have their Scripture lessons, which were agreed to many years ago by the different professing bodies as being lessons that might be taught without any intrusion upon conscientious principles, and were not of the character of sectarian teaching.

1002. But as it is the fact that the British and Foreign School Society does adopt as its rule the reading of the Bible, without note or comment, in all the schools in connexion with it, I infer that the members of the Society of Friends have

have no conscientious objection to the teaching of religion, so far as the reading of the Bible goes?—The Society of Friends would have no objection to the introduction of the Bible into every school in the kingdom; nevertheless they think it would be desirable, in legislating for such a subject as this, to have regard to other bodies, and to make such an arrangement, if practicable, that the Scriptures should be introduced, and still that liberty should be left for others.

1003. Although the members of your society support schools where the Bible is read without note or comment, yet you object to any doctrinal teaching by which schools should be made subservient to the proselytism of sects?—Most undoubtedly we feel a strong objection to that. We consider all sectarian teaching in schools supported by a rate would be highly objectionable, or doctrinal teaching either.

1004. As it is to be inferred from your evidence that you are a subscriber to the National Public School Association, may it not also be inferred that you have no scruples of conscience against supporting a school where no religious teaching is given?—In subscribing to the National Public School Association, I did not myself consider that the making use of the Holy Scriptures as a school book was forbidden by any of their regulations; supposing that the school committees, having charge of such schools, chose to adopt it as one of their school books.

1005. That is true; but assuming in the case of Manchester, where there is a very large population of Roman Catholics, that there were districts where the Roman Catholics formed almost the whole population, and that they objected to the reading of the Bible in their schools, would it offend your conscience to pay a rate for maintaining schools where those Roman Catholics received secular instruction without any religious teaching whatever?—I do not think that it would offend our consciences that that should take place; nevertheless we should be more anxious, if it could be obtained, that the system adopted in Ireland should be pursued; which system, if I understand it aright, was that of the Scripture lessons, which were agreed to, of the British and Foreign School Society, but with some further limitation. I do not know the extent of that limitation, but the great bulk of those Scripture lessons were, I believe, adopted.

1006. Mr. *W. Fox.*] Are you not aware that the use of those Scripture lessons is optional in such schools in Ireland?—I was not aware of that. I think I am correct in saying that an agreement, or an understanding, was come to in Ireland upon that subject, for those schools that were receiving Government grants or Government aid, regarding the Scripture lessons.

1007. Mr. *Cobden.*] Is it to be assumed from your remarks that, provided there was a clause inserted in the Act for levying a rate for the education of the children in Manchester, enabling the Roman Catholics in their schools altogether to exclude the reading of the Bible during the school hours, that you would not consider it a violation of your conscience to be called on to pay a rate for such a system of schools?—I think we should not feel it a violation of our conscience, because we should be giving the children a good education, and probably a good moral education, without any doctrinal teaching, leaving that doctrinal teaching to be given to those children by their own ministers.

1008. Mr. *W. Fox.*] Has the Society of Friends any schools of its own exclusively?—The Society of Friends has public schools for its own members; it likewise has schools in which its own members are taught; and also children who are not members, but still who are in connexion with the body, are taught. It has schools also in which its own members are taught, and which are open to the public at large.

1009. In those which are open to the public at large, what is the course of teaching adopted as to religion?—The course of teaching generally adopted in those schools is, that the Scriptures are read, and the children are examined as to their knowledge of the Scriptures by questions.

1010. Would a Catholic child be admitted into these schools?—Yes, a Catholic child: there is no exclusion whatever, that I am aware of; any child would be admitted, and be taught the Scriptures, and questioned on those Scriptures.

1011. Sir *G. Grey.*] Are these common elementary schools to which the children make weekly payments?—No, we have none of that class; they are all of rather a higher class.

1012. The Marquis of *Blandford.*] Is it not your opinion that the Roman Catholics, as a body, would object to their children being introduced into schools where the Scriptures were entirely excluded?—I am not able to answer that question. So far as we know, I apprehend that they would not be averse to it.

1013. So far the secular system of education would not be one that would meet their views?—I cannot exactly speak to that, because there is considerable liberty left to the committees upon the secular system. There is an extensive liberty left as to the books which shall be selected for the use of those schools. The question would be best answered by a Roman Catholic.

1014. Sir *G. Grey.*] Do you mean that you desire yourself that all schools should give, not only strictly secular instruction, but religious instruction; and that you would exclude from schools, supported by rates, what you term doctrinal religious instruction?—Yes; we would exclude from schools what is called sectarian and doctrinal instruction. I use this word, because I apprehend that the Church and Roman Catholics would neither acknowledge themselves to be sects; therefore we are obliged to add the word doctrinal.

1015. But in the schools belonging to the Society of Friends, to which you have referred, and in which you said the children were taught to read the Bible, and examined upon it, do you make that distinction between moral and doctrinal instruction, or are they examined in the doctrines of the Bible, as well as its facts and precepts?—I apprehend they would be examined in the fundamental doctrines of the Christian religion, not with a view to sectarian teaching.

1016. But is that the kind of religious instruction involved in the examination in the fundamental doctrines of Christianity which you wish to see adopted in these schools, termed secular schools, supported by rates?—I have not, I think, expressed myself as being desirous that the secular schools should be established.

1017. Did you not state, that you approved of the plan which is before the Committee, for the establishment of what are termed secular schools, understanding that in those schools religious instruction would be given, not of a doctrinal kind?—I said I subscribed under a belief that the Scriptures would not be excluded from those schools; but I have not expressed any sentiments as to what teaching should take place in those schools.

1018. When you speak of the Scriptures not being excluded, do you mean that their rules would not exclude that kind of religious instruction being given to the sects in those schools, which you have just now described as being given in the schools in connexion with the Society of Friends?—I have heard that point discussed; It is a difficult one to answer. I believe one of their rules excludes all doctrinal teaching; where the line of demarcation as to doctrinal teaching begins and ends, would be rather a difficult question to come to; but I apprehend that some amount of teaching in the fundamental principles of Christianity might, so far as those rules are concerned, be introduced into secular schools.

1019. Is it with that feeling and opinion that you have subscribed to the plan?—It is.

1020. *Chairman.*] In fact you stated that the local committees under the National Public School Association plan, were not required to exclude the Bible; they might admit the Bible if the circumstances permitted it, and, seeing that, you supported the system?—Yes.

1021. You do not want to make it compulsory on the one hand, and on the other hand you do not want to prohibit it, but to leave it to their discretion?—I would rather see it introduced into every school.

1022. The Marquis of *Blandford.*] Is it your opinion that the same amount of religious teaching could be given under the plan, so called the secular plan, as is now administered in the schools maintained by persons of your society?—It is necessary to specify the schools of our own society; I am of opinion that the same extent might be given as is given in some of our day schools; that would be the answer I should be obliged to give. In our boarding schools an extensive Scriptural examination takes place in relation to many points which might be called doctrinal. We have a variety of schools; some are boarding schools, and there the children of our own body are taken to our own places of worship

worship; the children who are not members of our society generally go to the places of worship that their parents attend. The boarding schools that I am now alluding to are private schools. With reference to those schools, there is no what may be called doctrinal or sectarian teaching, at all events, given to the children who are not members of our society.

1023. Sir *G. Grey.*] You have stated that the Society of Friends have not any common elementary schools, exclusively for the instruction of children of their own denomination?—They have not, unless we take our boarding schools in.

1024. Common elementary schools to which children make weekly payments; schools that would be supported by the proposed rate in Manchester?—No.

1025. Adverting to the schools of the British and Foreign School Society, which the Society of Friends generally support and concur in, are you aware of the nature of the religious instruction given in them?—I am not aware that there is much religious instruction given in them, excepting so far as those Scriptural lessons give instruction themselves; and questioning as to the historical parts of Scripture, and the offices of our Saviour, in some degree, I apprehend.

1026. Then do you think that the kind of religious instruction given in the British and Foreign Schools can be given, and should you wish it to be given, in these secular schools, the Bill as to which is before the Committee?—My apprehension was, that there was sufficient liberty to have done that under their rules.

1027. Might not the schools of the British and Foreign School Society be schools in connexion with this association for the establishment of secular schools?—I should think so.

1028. Marquis of *Blandford.*] Is it your belief that in these secular schools it would be permitted for the Bible to be read without note or comment?—I think that the committee having the management and selection of books for particular schools, might permit the Scriptures for the use of those schools to be read without note or comment under their rules.

1029. Mr. *Cobden.*] Have you happened to be present at any public meeting at Manchester where that subject has been referred to?—I have not at a public meeting; I go by their rules. I assuredly would not have subscribed to that association if I had believed that the Scriptures would have been by law excluded from those schools, if such a Bill had passed.

1030. Mr. *W. Fox.*] And you knew that in the rules of that Society there was no prohibition?—That is my view of the rules, that there is no prohibition of the use of the Scriptures in those schools without note or comment.

1031. *Chairman.*] Have you viewed this proposal in Manchester at all in the light of a model plan for the purpose of general adoption; would a plan like the Manchester and Salford Education Bill be applicable to that particular district, but not applicable to the rural districts, or to the country generally?—I have frequently heard it spoken of as being a plan that might be in some degree looked upon as a model plan for the kingdom, believing that if it was tried in Manchester, and found to answer, it would be a good basis as a model plan for the kingdom.

1032. How would a system of supporting schools by rates in rural parishes answer?—I have had little or no experience in rural districts. I think we are all pretty well acquainted with the fact that the schools that exist in the rural districts are principally national schools; and that fact has some bearing on the question, as it would contribute so largely to the endowment of national schools throughout the kingdom, supposing it was carried throughout the kingdom.

1033. Would that have a tendency, do you think, to increase the power and ascendancy of the Church, which your society would not like?—That is our feeling with regard to that Bill.

1034. Marquis of *Blandford.*] You stated just now, that some of the religious teaching in the elementary schools belonging to your society would go so far as to give some general instruction on the person and offices of our Saviour; now, is it your belief that the religious teaching which might be admitted into the schools under the secular plan could go so far as that?—

I have not considered that subject fully, and I am not prepared to state how far they could go. As I stated before, I understand in the secular system that doctrinal religion is excluded.

1035. Do you call that doctrinal religion?—I was going to follow up my answer by saying, that where the line of demarcation is between doctrinal teaching and non-doctrinal, I am not prepared at the present time to define.

1036. Do you not think it would be important, in any system of schools which admitted religious instruction, that instruction of that nature should be given?—That is a question that I would rather not answer at the present time. I can hardly give an opinion how far that should be carried out. I should prefer leaving such regulations as those to the committees having the management of the schools.

1037. Do you think that any proper religious instruction could be given without it?—According to the views of many professing Christians, I apprehend that they would feel, in relation to their own professions, that it could not; that such doctrines must be taught amongst them. But whether the school is the best place for teaching those views may be questionable, and whether it would not be better that views of that important character should be left to be taught by those who are really and religiously concerned to teach them.

1038. You stated just now that you were an advocate for some religious teaching in the schools?—So far as the introduction of the Scriptures and the Scripture lessons go.

1039. Sir *G. Grey.*] But you still think that there would be a good deal left to be taught out of the school by the minister of religion, or the parents of the children who received that general instruction in the school?—Yes.

1040. You would not think the general religious instruction which was given in those schools sufficient for the child's religious education, irrespective of other sources of instruction?—I think I before stated that my view was, that in all schools supported by rates no sectarian or doctrinal teaching should take place. I do not think I can very conveniently carry or expand the principle further than that. With regard to the carrying out of such a measure, I think it must inevitably be left in the hands of the committee having the management of those schools.

1041. *Chairman.*] Do not you think there is a distinction between a boarding school where a child is taken in and confined almost, as it were, and a day school to which it goes merely for a few hours in the day, passing the other parts of the day with its parents; what might be very necessary to be given in a boarding school, need not be given in a day school?—Yes; that would be my opinion. In a boarding school belonging to a particular denomination, it might and would be generally the practice to carry religious instruction to a greater extent than would be acquired in day schools; seeing that the children in day schools are returned to their own parents where they ought to be put under care, and likewise that they are also in a degree consigned over to the charge of the congregation or minister to which the parents belong. I think it is not usual to carry religious instruction to the same extent in day schools that it is in the boarding schools; at all events not with those I am in connexion with.

1042. Do you not think that the knowledge on the part of the ministers of religion attached to the different persuasions, that in these day schools no doctrinal religion was taught, would induce them to exert themselves, so that at other times, when the children were not at the schools, doctrinal religion would be supplied?—I think it very probable that that would be the case.

1043. Marquis of *Blandford.*] You stated that you should object to a school where there was an entire and compulsory exclusion of the Bible?—I think I merely said that I should object to be a subscriber to a school where there was a compulsory exclusion of the Bible.

1044. You subscribed to the National Public School Association, because there is sufficient liberty allowed to the committees to introduce the Bible if they think fit?—Certainly.

1045. Is it your opinion that use of the New Testament could be made in the schools without allusion to any doctrines?—I apprehend that there will be considerable diversity of sentiment upon that point. I am of opinion that the New

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New Testament might be read and introduced into the schools, without its being considered to constitute doctrinal teaching in the sense in which we used the word doctrinal in this discussion, which I understand to be the doctrines of the particular sects; or, as I would rather call it, sectarian teaching.

1046. Were you not connected with the committee for the Manchester and Salford Education Bill?—Yes; I was upon that committee. I was invited to be upon that committee, and I accepted the appointment upon that committee with a view to ascertain the character of the contemplated Bill, and with no desire whatever to offer unto it any factious opposition; but simply, so far as was in my power, to consider all its different clauses, with a view to see if it was practicable to obtain a fair and liberal Bill, which should answer the purposes of general education.

1047. Mr. *W. Fox.*] The fact is, that you were on that committee by invitation, and before the Bill assumed its final shape?—I was on that committee, and remained on it until the Bill attained its final shape.

1048. And then you dissented from it?—Then I dissented and withdrew from the committee.

Veneris, 22° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. Milner Gibson.	Mr. W. Miles.
Mr. Brotherton.	Mr. Cobden.
Mr. Christopher.	Mr. Bowyer.
Sir George Grey.	Mr. Bright.

THE RIGHT HON. T. MILNER GIBSON, IN THE CHAIR.

The Very Rev. *John Kershaw*, Examined.

Very Rev. *John Kershaw.*

22 April 1853.

1049. *Chairman.*] WHAT rank do you hold in the Catholic Church?—I am canon of the Chapter of the Cathedral of Salford and bishop's visitor of the schools, appointed within the last four months.

1050. In that capacity as visitor of schools have you had the means of observing whether there is any necessity for a further provision being made for the purpose of assisting Catholics in the education of their children in the city of Manchester and in Salford?—Yes, I have; and I have endeavoured, to the best of my power, to inquire into the matter.

1051. What is your view as to the necessity for further provision being made for the education of Roman-catholic children?—In a community of which the Roman-catholics form so large an integral proportion as they do in Manchester and Salford, and that portion in humble circumstances, it is evident that it is of the utmost importance that great efforts should be made in order to secure to their children such an education as would enable them satisfactorily to fulfil the duties of their state of life. By experience we know that that education, either through insufficiency of means, indifference, the vices of the parents or the inadequacy of the measures adopted to supply their wants in this respect, —they are not at present able to obtain. Great efforts are constantly being made by the Catholic clergy of the two towns to provide for the instruction of the children in connexion with their respective churches, and those efforts are very often made at great personal sacrifices; but, owing to the overwhelming proportion that the poor of our community bears to the wealthier members, the numerous calls and claims upon the Catholics for other charities and for the supply of strictly spiritual wants, the debts upon our schools and churches, to say nothing of the necessarily small portion of time and attention which 19 priests, to whom is committed the spiritual supervision of a body of Catholics numbering above 90,000 souls, can possibly devote to educational

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matters,—those efforts have not produced the desirable results. The number of churches from which we have returns is eight; the total number of baptisms in those churches is 4,208 for the past year. Then from this number of baptisms I estimate that the number of Catholics in the two boroughs, and their dependencies, will amount to above 90,000. From this number of souls belonging to the Roman-catholic community in the two boroughs, I estimate that of the children. From the tables furnished in Appendix (A.), in the evidence of the Rev. Charles Richson, last year, I find that about 20 $\frac{1}{10}$ per cent. of the population will be children between 4 and 12 years of age inclusive. Now these ages may be taken as embracing a very great majority of those Catholic children whose parents are in a condition to allow them to attend day schools, and that will give us, as the number of children requiring instruction belonging to the Catholics, 18,090. The existing day schools available for their use could accommodate, as I have ascertained by inquiries within the past month or six weeks, 4,073, leaving 14,017 children, with a very small deduction for those able to attend a higher class of schools, totally unprovided with the means of instruction. I have, in a paper which I shall hand in to the Committee, a detailed account of the amount of accommodation and attendance at the schools belonging to each church in the district.

[*The same was handed in, as follows:*]

(A.)

RETURNS showing the STATE of EDUCATION as connected with School Accommodation and Attendance among the Catholic Poor of *Manchester*, *Salford*, and the Adjacent Townships.

I.

Number of Baptisms, as shown by the Baptismal Registers of the Catholic Churches of Manchester and Salford, for 1852:

St. John's Salford (the Cathedral)	479
St. Patrick's, Livesey-street	907
St. Augustine's, Granby-row	711
St. Chad's, Chatham-road	630
St. Wilfrid's, Bedford-street, Hulme	538
St. Mary's, Mulberry-street	389
St. Anne's, Junction-street	379
St. Joseph's, Goulden-street	175
St. Aloysius, Ogden-street, Ardwick	—
TOTAL	4,208

II.

ST. JOHN'S, SALFORD.

Baptisms 479

School, 2 stories, each 82 feet by 30 feet.

1. Boys' School, under superintendence of one Master; no pupil-teachers.

Accommodation:		Attendance:	
Day school	308	Day school	130
Sunday school	410	Sunday school	400

2. Girls' School, under superintendence of Nuns; no pupil-teachers.

Day school	308	Day school	200
Sunday school	410	Sunday school	500
		Evening school	140

3. Pendleton School: Day school - - 85. Sunday school - - 120

Total Accommodation:		Total Attendance:	
Day school	616	Day school	435
Sunday school	820	Sunday school	1,020
		Evening schools	140

Surplus accommodation in day schools - - - 181

Surplus attendance in Sunday schools - - - 200

Estimated number of poor Catholic children taught in low-priced private schools - 40

III.

St. Patrick's.

Baptisms - - - - - - - - - 907

1. Boys' School, Livesey-street; under Christian Brothers' care. 99 ft. by 33 ft. No pupil-teachers.

Accommodation:		Attendance:	
Day school	409	Day school	560
Sunday school	545	Sunday school	800

2. Girls' School, Livesey-street; under the care of Nuns.

40 ft. by 36 ft. }
30 ft. by 36 ft. } - - - Seven pupil-teachers.

Accommodation:			Attendance:	
Day school	180		Day school	350
	135		Sunday school	430
		315	Evening school	60
Sunday school	240			
	150			
		390		

3. Boys' School, George Leigh-street. One Master. 40 ft. by 30 ft.

Accommodation:		Attendance:	
Day school	179	Day school	140
Sunday school	239	Sunday school	300

4. Girls' School, George Leigh-street. One Mistress. 40 ft. by 30 ft.

Accommodation:		Attendance:	
Day school	179	Day school	55
Sunday school	239	Sunday school	550

Total Accommodation:		Total Attendance:	
Day schools	1,082	Day schools	1,105
Sunday schools	1,413	Sunday schools	2,080
		Evening schools	60

Surplus attendance in day schools, 23; Sunday schools - - 817
Estimated number of poor Catholic children in private schools - - 500

IV.

St. Augustine's.

Baptisms - - - - - - - - - 711

1. Boys' School, Granby-row. Under care of Religious. 100 ft. by 27 ft. No pupil-teachers.

Accommodation:		Attendance:	
Day school	337	Day school	270
Sunday school	452	Sunday school	370
		Evening school	30

2. Girls' School, Granby-row. Under care of Religious. 85 ft. by 27 ft. No pupil-teachers.

Accommodation:		Attendance:	
Day school	236	Day school	180
Sunday school	382	Sunday school	600
		Evening school	40

Total Accommodation:		Total Attendance:	
Day school	573	Day school	450
Sunday school	834	Sunday school	970
		Evening school	70

Surplus accommodation in day schools - - - - - 123
Surplus attendance in Sunday schools - - - - - 136

Estimated number of poor Catholic children in private schools - - 20

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V.

ST. CHAD'S.

Baptisms - - - - - - - - - - - 630

1. Boys' School, Storey-street; 65 feet by 36 feet. One Master; three pupil-teachers.

Accommodation:		Attendance:	
Day school	292	Day school	160
Sunday school	390	Sunday school	420
		Evening school	100

2. Girls' School, Storey-street; 65 feet by 36 feet. Under Religious; no pupil-teachers.

Accommodation:		Attendance:	
Day school	292	Day school	280
Sunday school	390	Sunday school	800
		Evening school	150

3. Dyke-street Infants' School; 51 feet by 22 feet. One Mistress; no pupil-teachers.

Accommodation:		Attendance:	
Day school	140	Day school	170
Sunday school	187	Sunday school	160

Total Accommodation and Attendance:

Day school	724	Day school	610
Sunday school	967	Sunday school	1,380
		Evening school	250

Surplus accommodation in day schools - - - - - 114
Surplus attendance in Sunday schools - - - - - - 413

Estimated number of Catholic poor children taught in low-priced private schools - 80

VI.

ST. WILFRID'S.

Baptisms - - - - - - - - - - 538

1. Boys' School, Rutland-street; 45 feet by 32 feet. One Master; no pupil-teachers.

Accommodation:		Attendance:	
Day school	180	Day school	95
Sunday school	240		

2. Girls' School, Rutland-street; 45 feet by 32 feet. Under Religious; no pupil-teachers.

Accommodation:		Attendance:	
Day school	180	Day school	170
Sunday school	240	Sunday school	400
		Evening school	30

3. Sunday School for Boys, Christ Church-square; 35 feet by 28 feet.

Accommodation:		Attendance:	
Sunday school	163	Sunday school	160

4. Cottage used as Sunday school in Poplar-street.

Accommodation:		Attendance:	
Sunday school	60	Sunday school	200

Total Accommodation and Attendance:

Day school	360	Day school	265
Sunday school	703	Sunday school	760
		Evening school	30

Surplus accommodation in day school - - - - - - 95
Surplus attendance in Sunday school - - - - - - 57

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ST. MARY'S.

Baptisms - - - - - - - - - 389

1. Boys' School, Royton-street, 43 ft. by 15 ft. One Master.

Accommodation:		Attendance:	
Day school	80	Day school	80
Sunday school	107	Sunday school	300

2. Girls' School, Royton-street, 43 ft. by 15 ft. Two Mistresses.

Accommodation:		Attendance:	
Day school	80	Day school	75
Sunday School	107	Sunday school	500

Total Accommodation:		Total Attendance:	
Day schools	160	Day school	155
Sunday schools	214	Sunday school	800

Surplus accommodation in day schools - - - - - - 5
Surplus attendance in Sunday schools - - - - - - 586

Estimated number of poor Catholic children attending low-priced schools - - 100

VIII.

ST. ANNE'S.

Baptisms - - - - - - - - - 379

1. Boys' School, 36 ft. by 24 ft. One Master.

Accommodation:		Attendance:	
Day school	108	Day school	70
Sunday school	144	Sunday school	120

2. Girls' School, 37 ft. by 19 ft. One Mistress.

Accommodation:		Attendance:	
Day school	90	Day school	50
Sunday school	120	Sunday school	180

Total Accommodation:		Total Attendance:	
Day schools	198	Day schools	120
Sunday schools	264	Sunday schools	300

Surplus of accommodation in day schools - - - - - - 78
Surplus of attendance in Sunday schools - - - - - - 36

Estimated number of Catholic children taught in low-priced schools in district - 120

IX.

Baptisms (for nine months) - - - 175.

ST. JOSEPH'S.

School for Girls, 60 ft. by 32 ft. One Mistress.

Accommodation:		Attendance:	
Day school	240	Day school	100
Sunday school	320	Sunday school	400

Surplus of accommodation in Day school - - - 140
Surplus of attendance in Sunday school - - - 80

X.

ST. ALOYSIUS Schools, Ogden-street, Ardwick.

Boys' School, 37 ft. by 26 ft. Under care of Religious.

Accommodation:		Attendance:	
Day school	120	Day school	100
Sunday school	160	Sunday school	140

Surplus of accommodation in Day school - - - 20
Surplus of accommodation in Sunday school - - - 20

Estimated number of poor Catholic children taught in other schools - - 100

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XI.

Total accommodation and attendance in Catholic poor schools in districts specified.

Accommodation:		Attendance:	
Day schools	4,073	Day schools	3,340
Sunday schools	5,690	Sunday schools	7,810
		Evening schools	550
		Private low-priced schools	960

Total surplus accommodation in day schools	733
Total surplus attendance in Sunday schools	2,115
Estimated number of children requiring Catholic education, from 4 to 12 years of age inclusive	18,090
Total accommodation in existing day schools	4,073
Estimated number of children for whom no provision is made in existing day schools	14,017

I think it will be perceived, on an inspection of the tables, that the voluntary system has been hitherto inadequate to furnish us with the means of educating our poor children in the schools which we have in operation. Some of those schools are inadequate; the instruction is comparatively inefficient, and the supply of books and apparatus, in several instances, very limited, whilst we have no means of procuring a supply. We have no remedy; and whilst we yield to none in our appreciation of the necessity of education, and in zeal for the diffusion of its blessings, we are constantly compelled to witness the spectacle of thousands of the children belonging to our communion, and those of the description most needing assistance and training, entirely, or for the most part, left to grow up in ignorance, without those advantages and checks which a careful training in early youth would afford them. This is the substance of the statement which I have to make; the facts and details verifying this are contained in the Tables which I have handed in. My reverend colleague is prepared to enter more in detail upon the Bill, he having been a party to the signing of the declaration which has been handed in.

1052. Mr. *Brotherton.*] Have you made any comparison between the Manchester and Salford Bill and the Bill introduced by Lord John Russell?—I have not had an opportunity for doing so.

1053. You cannot tell which you prefer?—I cannot.

The Very Reverend *Lawrence Toole*, called in; and Examined.

Very Rev. *Lawrence Toole.*

1054. *Chairman.*] WHAT rank do you hold in the Roman-catholic Church?—I am rector of St. Wilfrid's, in Hulme, Manchester, and one of the canons of the Catholic cathedral in Salford.

1055. What opportunities have you had of acquiring a knowledge of the state of education in Manchester and Salford?—From the experience of the last six years, during which I have resided in Manchester, the interest I have felt in it, and the efforts I have made to promote it.

1056. When the word "education" is used, what is the meaning which you attach to that word in your body?—I mean the education of the whole man, both body and soul, with reference both to this world and the next, to fulfil the object of his creation; I consider that anything short of that is imperfect.

1057. What are the means that you consider should be adopted for the purpose of carrying out education?—I consider the means that God has appointed to be, first, the family, wherein comes parental instruction, family belief, and so on. Then there is the school and the Church. When I speak of the Church, I speak as a Catholic. I consider that no education is complete that has not these three as teachers and guides. The family, during early life especially, from the very earliest years; the school during youth; and the Church from the time of coming to the use of reason through life. Hence the object of all religious services, instructions, preachings and teachings; all that is education.

1058. Mr. *Bowyer.*] You distinguished between the religious instruction to be

be acquired in the church, and the religious instruction to be acquired in the school?—The school is to do its work in the education of the poor man; the school is to instruct for this world as well as for the next, in the beginning; and the Church is to complete and continue the same work, after the work in the school has ceased.

1059. *Chairman.*] How are those principles to be carried into practice, and made applicable to the education of the poor?—That is the difficulty. In a well-conducted family, amongst religious people, the matter is clear and easy; and where the expenses of education can be defrayed it is easy; but when the poor, especially the poor in our manufacturing towns, are concerned, we must bear in mind that there is scarcely such a thing as supervision and care of a family amongst the poor; there is no such thing, or very little such, as family instruction. The mother is at work, in very many instances, during the day, and the children are left to be cared for by each other; and when the father and mother come home tired at night, we know from sad experience, that there is but too little religion amongst the people to make them think it is at all necessary beyond mere generals. Hence, I consider that the school has to do still a greater part of the work of education now, and especially in the manufacturing towns, than it would have had to do in former times; or than it would have to do in a less densely populated, or less fully employed districts; and I hold, too, that the Church has to come in to aid the school in its work, and to direct and to supply, both for the parent and the school, any deficiency that may come upon it from the negligence or indifference of the parents, and from the inefficiency and incompleteness of education that necessarily exists in schools for the poor.

1060. What is the condition of the Roman-catholic Schools in Manchester in reference to their efficiency?—They are not so efficient as we could wish. I should say that they are comparatively inefficient; we send out from them good, well-behaved, well-conducted, and well-instructed children, and fairly educated children; but after all they may leave it without that sufficiency of instruction which we could wish to give to them. That is owing to different causes.

1061. Mr. *Brotherton.*] How could it be best supplied, in your opinion?—I think in a very great degree it could be supplied by affording more abundant and gratuitous teaching. We are necessarily limited in our teaching from the great numbers of the Catholic population, as the Committee have heard stated. We cannot state those numbers strictly and accurately, but a great number is shown by taking the ordinary ratio, and also from the comparative poverty of the Catholic population in that neighbourhood, as has been stated already in the evidence reported last year.

1062. *Chairman.*] Admitting that education must embrace time and eternity, as you have stated, do you conceive that any plan could be adopted so that the children of your denomination could be educated in one school?—I do not think that any plan could be adopted to give sufficiently and satisfactorily all the value of education to the children of all denominations in one school, but it has occurred to me that a plan might be adopted, and, perhaps in connexion with the plan known as the local plan, by which the requirements of all might be satisfied.

1063. With regard to that part of Manchester called Irish Town, what is the state of facts there as to the schools?—I perceive in a part of the evidence given last year, that a statement is made that there are 60,000 Catholics in utter ignorance and barbarism; I think those are the words used on the authority of a charge delivered by Archdeacon Sinclair. I do not know any such part of Manchester; I feel confident that there is no such part, although he gives it upon the authority of a very eminent statesman. I know a part of Manchester (it is in my own district) called Little Ireland; and during the time of the immigration in 1847 (it was then unusually crowded) a census was taken and published in Manchester; and I distinctly remember the numbers were only between 4,000 and 5,000. At that time I was visiting the sick in the fever every day; since that, the Altrincham Railway has gone through it, and taken away the greater part of it; but whilst it is said that the poor people are in a state of utter ignorance and barbarism, I may say this in their vindica-

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tion, that though there are some rude and rough boys and very negligent persons in it, yet they are not what is called grossly immoral. After strict inquiry, I have always found that there never was known such a thing amongst that population as a brothel, and I do not know that ever I found in it such a thing as an illegitimate child. I would also say, that we had a school in it which did a great deal of good there up to the time the railway passed through it. It took away our building; and we have not been able to have one since; except that occasionally, during the summer time, we get the children in the open air on Sunday, and teach them their prayers and some catechism.

1064. What would be the effect of efficient aid being given to Roman-catholic schools?—I think it would be the greatest benefit to the town; because very little observation must make us see, from the names given in the newspapers, in the reports of the petty thefts and delinquencies about the town, that a very great proportion of them are children of Irish parents. I know from no other means; I have never visited the prison; but if we had means by which we could possibly bring our efforts to bear upon that part of the population, it would check the vicious habits of those children, and draw them into schools in which they would have confidence, and to which their parents would willingly send them; and from these, instead of what might be called in a certain sense an invaluable population, you would have a good, efficient, active, intelligent, and, I think, an industrious population. I think that those who are connected with trade must acknowledge that the Catholic youth in Manchester are as industrious as their neighbours. I might also say that there have been some efforts made in Manchester by some parties to address themselves to that part of the population by what they call ragged schools; and I believe a great portion, or at least a number (I never visited one of these schools), are children of poor Catholics. But this I know from experience, that the well-conducted, though poor, held off from them because they look upon them as part of a system of proselytism, to use the ordinary expression, and have no confidence in them, and that others called Catholic would not send their children there except for some temporary advantage; that no Catholic parent does send a child to them except he or she acts the hypocrite, and has lived such an irregular life as even to disclaim all influence of religion whatsoever; that I know from experience.

1065. Mr. *Bowyer.*] Is not the time of the Catholic clergy very much taken up by their religious services and by hearing confessions?—Yes.

1066. That is the most laborious part of their duty, is it not?—Yes; three evenings in every week, from four, five, or six, till 11, or half-past 11 at night, they are occupied in the confessional, and during the day in visiting the sick. They have other obligations of religion upon them also, besides the Sunday work, consisting of three, four, or five services.

1067. They are also obliged to say their office every day, are they not?—Yes.

1068. And their duties in visiting the sick are necessarily more laborious than those of the Protestant clergy, on account of confession?—Yes, because they have to spend a much longer time with them; that also makes their amount of labour frequently dependent upon the disposition of the parties, and upon their prolonged illness.

1069. Then it would follow that the Catholic clergy have less time to spare for the education of children and teaching them in school, than the Protestant clergy would have?—Far less, if I understand the manner in which the Protestant clergy are engaged.

1070. Then that is an additional difficulty in the way of the Catholic clergy in the education of the children of their poor?—Of course it is; we have service every morning also.

1071. Then it follows, does it not, that the Catholic clergy would be more in want of assistance, than perhaps those of any other denomination?—Most certainly, from that circumstance alone, that they have less time to devote to it, and also from the great number in want of education, and their inability to supply the pecuniary means of providing it.

1072. *Chairman.*]

1072. *Chairman.*] How do you propose to provide for the education of the poor?—That is, as it has been already characterised, "the great difficulty." My opinion is that, if we had the means, I speak of the revenues of the Church, it would be our obligation to provide for it. That was, I believe, the practice formerly, for I find in Lord John Russell's speech, in asking leave to bring in a Bill on the subject of Education lately, he says, "The Church, in ancient days, used to pretend to have complete dominion over the education of the children of this country, and I remember Lord Derby, in this House, quoting an Act of Henry the Fourth to that effect; but since the accession of the House of Hanover education in this country has been perfectly free." I think it ought to be remembered in this case, that in those ancient days the people of this country were all of one faith; there was not then the difficulty; and if we would read, instead of "pretended, to have complete dominion over the education of the people," "they undertook the responsibility of the education of the poor," we should perhaps be a little nearer to the point. Our universities in England had their origin in that sense of responsibility; but now that we have differences of religion, owing to which education is said to be left "perfectly free," unfortunately for the poor it would almost appear to be "perfectly neglected;" it is yet necessary to devise some means by which the poor can still be educated without violation to the rights of conscience. And as I find another function of the Church in former days now discharged by the State, namely, the maintenance of the poor by a rate, I think too that it is but the obligation of the State at present to supply what can no longer be supplied by the Church, and to provide the means for their education. I distinguish between education, and the means of education. With respect to providing education, perhaps the State cannot do that, for the State is not a teacher; it is a governor and an economist; but it can provide the means of education, and whilst it acknowledges what is termed liberty of conscience or freedom of religion, I think it ought to do so, and not to interfere with the rights of conscience or with that freedom of religion. I feel the more convinced of it, whilst it is a part, as it were, of the very constitution of the country, that a man shall please himself, and no one shall come to stand between him and the worship of his God. That is an acknowledged principle of society in England at present, that it would be unjust and oppressive to step in between a poor man and his child, and interfore with the conscience of the poor man's child, and claim a right to alter his religious views, under the imputation, or at least under the pretence, of not inculcating error. The persons who claim freedom of thought for themselves, and yet make private individuals judges of what is error in others or what is not, violate their own principle. I think that I have given, as nearly as I can recollect, the groundwork for the conclusion I would draw, that I advocate a rate. When I say I am an advocate for a rate as proposed by the local scheme, I would wish to make this observation upon it: in that local scheme it is spoken of as a sort of open question; I would wish Parliament to settle it at once, and not leave it a matter for excitement and agitation in particular districts, whether they should have this question or that question connected with religion and education discussed occasionally, and leaving it to the influence of party prejudices to annul all that the Legislature had intended.

1073. Mr. *Bowyer.*] You mean that you would rather have it settled that education is to be promoted by a rate, than leave it to be decided in each case by two-thirds of the municipal council?—Yes, certainly; by that means we should have nothing but immediate excitement as to the purposes for which the money was to be applied.

1074. *Chairman.*] You have no objection to a rate as furnishing the means of education?—I have none whatever.

1075. Mr. *Bowyer.*] Religious as well as secular?—Yes. I do not look upon it, as it has been sometimes called, a means for the propagation of error. Of course, as a Catholic, the Committee are aware what my opinions are upon religion and religious truth; and also that I could not conscientiously contribute to the propagation of what I hold to be error; but in this case I should not think the payment of a rate to be such; I should look upon it as a matter of police; and should no more consider that I was paying money for the propagation of another religious opinion, when I was merely paying money as a citizen of the state to discharge my duty to the poorer part of my fellow-countrymen

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without injury to their families, than I should consider that I was paying money for the propagation of another religion when I paid my police rate, by which the religious edifices of other communities in the town were protected from injury.

1076. *Chairman.*] You have no objection to a rate being raised for the support of all kinds of religious teaching?—I have none whatever; and so far from that, I might refer to a letter which I wrote on the 10th of March, 1851, to Mr. Peel, who then acted as honorary secretary for the local scheme. He sent me (and this was the first intimation I had of this Committee) some papers connected with it, with a request, or a suggestion, that allusion to the provisions and advantages of the proposed measure should be made in a sermon, followed by a conversational meeting, or a congregational party during the ensuing week; I wrote to him to say that, agreeably to his suggestion, I took the opportunity of explaining the general features of the operation of the proposed measure to the congregation one evening; and secondly, I stated that the general measure had my approval, if it should be found that we, as Catholics, were fairly and equally dealt with; but reserving to myself any expression of opinion as to our duty to support or oppose the measure, until its peculiar details bearing upon us should be fully and fairly known. I was favourable to the scheme of a rate, and thought it a very admirable idea, and I felt much indebted to those who originated it; but I watched it with great jealousy from first to last. We have not been fairly dealt with.

1077. Did the Catholics generally enter into the views of the committee?—So far as the rate went, and so far as the general scheme went, what may be called the preamble of it; but upon the details, from the moment they were known, there was the greatest dissatisfaction and dissension.

1078. What were the objections entertained to the details of the plan by the Catholics?—Before stating their objection to the details, if the Committee will allow me, I would refer to a previous matter. I read with some little pain, in the evidence of Mr. Entwisle, a sort of imputation of inconsistency against us, that the Catholics appeared to sanction the measure at first, and made no objection to the Bill until the 15th of March, when we sent in a declaration. I did not know anything of the nature of the Bill until after the 19th of February; I never belonged to the committee, and the gentlemen who did belong to the committee appear to be charged with inconsistency, as I have gathered from this; the charge was rather loosely worded in some parts, but it spoke of their having accepted the conditions when the instructions were voted for drawing up the Bill, and afterwards having withdrawn their approbation. Now, I find that, in the reply to Question 796, it is stated that they never attended prior to the 19th of February, the day on which the instructions were voted. I have not seen it stated anywhere when they were first invited, nor can I say positively whether they were able to attend the first meeting to which they were invited or not; but I have asked two of them what meeting they attended first, and they say the meeting at which the instructions were adopted, and that then they made objections, and were answered that in the course of the matter they would be satisfied. No such satisfaction was ever afterwards given; and when it began to assume a definite form, the form in which the Bill was expected to come out, and no attention had been paid to their representations in the committee, as will be found at numbers 804, 863, and 866, and in several other questions which I might refer to, the Catholic clergy then sent in the declaration of March 15th, because their representatives had made objections at different times, which had led to conversations, but they could not get any change made whatsoever, with the exception of one. In that letter to Mr. Peel, I asked him if he would be good enough to say whether they proposed or contemplated any other conditions of union than those contained in the seventh clause; and he writes, in reply, that some slight alterations were made, at a recent meeting of the committee, in the conditions of Clause 7, at the solicitation of Dr. Errington and the gentleman acting with him, which they will doubtless explain to you; but the committee did not contemplate any further change.

1079. Mr. *Cobden.*] Who was Dr. Errington?—Dr. Errington was at that time a priest in Manchester.

1080. A Catholic?—Yes.

1081. Mr. *Bowyer.*] He is now a bishop, is he not?—Yes, he is now the Bishop of Plymouth. I find here in a Minute published by the committee in reply to our declaration, that they insert, as a reply to us, an alteration. I suppose it is that to which Mr. Peel refers: "But it is declared that no school which is permissible under section 2 of this clause shall be admitted under this section." To me the alteration appears to be very insignificant, whilst more important matters were urged, and urged in vain; but even that, I cannot trace in the Bill when drawn up; and with that before me, I yet find in one of the answers to Question 859, that Mr. Entwisle states that after the 19th of February no change was made in the Bill. Mr. Peel's letter is dated the 11th of March. I might also say, that whilst it is stated repeatedly that the clergy made no objection to the declarations in any form or way, or such as to bring them before the committee until the 15th of March, when they sent in their declaration, we yet have these words in the declaration: "having fruitlessly endeavoured to procure such modifications in the measure as would obviate those unequal and oppressive provisions;" and the Minute in reply does not deny that those efforts were made. I will now address myself to the objections to the local plan. In the declaration already sent in, they are cited according to the form of the "Instructions;" but I shall refer to the Bill in its clauses. I would first say that my suspicion was awakened as to unfair dealing, because it is better perhaps to make the matter clear at once; immediately after the meeting of the 19th of February, a clergyman, supposed to be an Anglican clergyman, was heard to boast that they had on that day done what would give a greater check to popery in Manchester than had ever yet been given to it; I inquired into the public proceedings of the day; I did not know, at the time, of the meeting at the Town Hall, and I found nothing that I could observe, except this education affair on hand; from that time I was alive to it. I wish to observe that it is only in Clause 24 that Catholics can come in any way under the benefit of the provisions of the contemplated Act; according to that clause we should have expensive schools built, such as would fulfil all the conditions requisite to satisfy the Committee of Council on Education. I find also that no allowance whatever is made for the religious principles of Catholics; yet even political scruples which appear to be very insignificant compared with those upon which eternity depends, are consulted amongst Protestants; and hence I find that where some sects of Protestants had an objection to the Government inspectors from a dislike to a system of centralisation, or some other political motive (for I suppose it can be no other), those objections are considered, and the additional expense of the institution of local inspectors is to be incurred, whilst upon such vital questions as the very basis of religion, because these are the vital questions between the Catholic and the Protestant, whether authority or private judgment should be the guide in matters of faith, there is no consideration whatever made in any part of the Bill. They do not, it is true, take from the Catholics the schools they have already; or if they will incur a great expense, and build others equally expensive, then they may avail themselves of the rate; but they cannot be entitled to a part of it by any other means.

1082. Mr. *Bowyer.*] Does not the Bill leave the Catholics to educate their children in any way they please in their own schools?—Yes, in such expensively built schools, as I will show just now.

1083. *Chairman.*] You state, first of all, that the only schools that could derive any benefit from this rate would be such schools as were receiving assistance, or had received assistance, under the Minutes of Council?—Yes, or were permissible to receive assistance.

1084. Would that mean that the schools then were under a particular form of trust deed, with certain management clauses which corresponded with the Minutes of Council?—Yes.

1085. No other Catholic schools, but such as were established, as it were, according to the terms of those particular trust deeds?—None other.

1086. Mr. *Bowyer.*] Your objection would apply, would it not, to other schools which you say are not included?—I say that other schools are admitted for Protestants, but not for Catholics. I will now proceed to show that. I have referred to section 25, in which an allowance is made for those having an

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objection to Government inspectors; and in section 26 it is stated that any school situated as aforesaid, conducted in a room under a place of religious worship, or in any building contiguous or adjoining to such place, if permissible to partake in such Parliamentary grant in every other respect, shall be admitted into union with the said district school committee, upon application being made as aforesaid to the secretary of such committee, and some surveyor to be appointed by such committee shall certify in writing that such room or building is suitable for the purposes of such school; and the same shall be open for the inspection of such local inspectors as aforesaid. The Catholics could not come in there. To give an instance, we could not take any but the Government inspectors, because the bishops will not allow us to have any but Catholic inspectors. As in the Church of England they have Church of England inspectors, so we claim and the Government grants us Catholic inspectors. It is especially said here in the evidence of last year, that there would be no necessity for Catholic local inspectors, as they did not contemplate that we should be excluded from all schools that came either under a place of worship or adjoining to one. Again, in section 27, "any school situated as aforesaid, which cannot be permitted to partake of the benefit of such grant, under any one of such minutes as aforesaid, although the trustees, managers, or proprietor shall not decline to allow an inspection thereof by Her Majesty's inspector, in which school the reading of the Holy Scriptures in the authorised version is part of the daily instruction of the scholars therein, shall be admitted into such union, upon application being duly made as aforesaid, if the secretary of the said district school committee, and some surveyor to be appointed by such committee, shall certify in writing that such room or building is suitable for the purposes of such school, and the same be open to the inspection of such local inspectors as aforesaid." If we have a school, into which, although not admissible from the conditions of its tenure, or the quality of its building, to partake of the Parliamentary grants, but yet into which we would admit a Government inspector, we are still excluded, because by Clause 27 they require that in that school which we should otherwise have a chance of bringing in, the authorised version of the Scriptures shall be read.

1087. *Chairman.*] What other kind of Catholic schools could there be, except such as are admissible under the Minutes of Council?—We might take, for instance, a large room in some part of the town, that would not satisfy the conditions of the Committee of Council, and carry on a school in it, where we were not able to build one.

1088. There would not be in fact a trust deed?—No, nor would the building have a sufficient height, and it would not have certain other conditions.

1089. It would not be a permanently established school?—No, it would not.

1090. It might be a school in a poor district established for a time, as it were, whilst means were being adopted to establish a permanent one?—Yes; it would not be admissible on our part, but with Protestants it would be, because they could read the authorised version in it; that is the condition.

1091. Mr. *Brotherton.*] Is there any very material difference between the Douay Bible and the Rheims Testament, and the authorised version, as to essential points?—Yes, very considerable difference. In section 31 there appears an inequality. Suppose the case that a Protestant child were in a Catholic school; its parents may object to what is here termed the distinctive religious creed, catechism, or formulary; but a Catholic child in a Protestant school cannot object, if compelled to be in it, and I can show afterwards that the clause does compel it, in certain cases, to be in it; and that it cannot object to reading the authorised version. I will afterwards explain the reason of my objection to the reading of the authorised version. In Clause 74 I find that Sunday schoolrooms may be rendered applicable to permanent day schools; that could not apply to Catholics either, because that sort of schools would not be admissible under the Minutes of the Committee of Privy Council. I have an instance of that myself in a neighbourhood where I want a school very much. I cannot afford to keep a day school, and I have a large room for which I pay rent, and use it as a Sunday school.

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Now I could not get this erected into a day school under this Bill; but a Protestant school opened in the neighbourhood, in exactly the same condition, would be admissible, and they could open a day school in it, and be entitled to the benefit of this Bill, because the regulation for the Sunday school states that the day school must be carried on, subject, however, to all the conditions, regulations, and qualifications herein prescribed with reference to schools to be admitted into union; and therefore the reading of the authorised version would be one part of it. The Committee will observe, when I speak of reading the authorised version as an objection, I always mean to contrast the regardlessness which this Bill shows as to us, who have a religious objection to it, whilst it is so indulgent, that even amongst what are called minor differences of Protestantism it will not so far interfere with the conscience there as to enforce what they term any distinctive creed, catechism, or formulary. Again, in the 86th clause there is a reference to rate-built schools; the objection to that has been so frequently brought forward that I think I need say no more about it. Again, in Clause 91, "For the purpose of extending the benefits of education among the poor of the said boroughs respectively, the clerks to the Boards of Guardians authorised to administer relief to the poor within the respective districts, shall, at the end of each quarter of a year, report in writing to the district school committee the names and places of abode of such poor children, between the ages of four and twelve years, resident within the said district, who are not attending any school, and who themselves or whose parents or guardians are in the receipt of out-door relief; and the guardians of the union or township respectively may require such child to attend some school in such district, subject to such rules and regulations as the Poor Law Board shall issue in the matter." By that, in densely populated neighbourhoods such as I have referred to, in the neighbourhood of Queen's-street, Hulme, in Little Ireland, or Cambridge-street as it has been designated before, there a great number of poor must necessarily require out-door relief; and where we cannot keep up schools, there the children of poor Catholics would be put into Protestant schools where their religion would be interfered with, and they would have no redress or could offer no objection, except under the condition of suffering the forfeiture of their title to out-door relief. So much for the schools. Now as to the children in another way, Clause 37 gives to the registration committee the power of admitting the children to the schools, if the Catholic school be full, and the Protestant school be empty (and if there be gratuitous education, our buildings would be filled immediately); but suppose there was accommodation in the Protestant schools, then the Catholic children, under the appointment of the registration committee, would be put into the Protestant schools, and could not object to an interference with their religion. Clause 38 says, "The said registering committee may at any time, upon application in writing, according to a form to be prescribed by the district school committee from the child or its parent or parents, or other person as aforesaid, and after the lapse of one month from the date of such application, or within that period, upon satisfactory cause being shown to them, remove the name of such child from their register of any school to their register of any other school within their district, and may direct the trustees, managers, or proprietors thereof to receive such child, who shall, subject to the same conditions as in the case of an original application, be received accordingly." But if we could not supply a school immediately for it, that would be in fact no redress whatever. I think I have stated here the objections which I have collected from the Bill itself to the Bill. I charge the promoters with being inconsiderate to the religious feelings of the Catholic party, who are their fellow-citizens, though they profess the right of liberty of conscience; and whilst the greatest consideration seems to be used to propitiate the Protestant Dissenters, as I have before said, upon what are termed minor differences of religion, yet where the great broad line comes between the two great systems of religion, the question of authority and of private judgment, there is no consideration whatever for the poor Catholic; whilst, at the same time, they acknowledge that west and more in need of relief, for the purpose of educating the poor, than any other portion of the community.

1092. *Chairman.*] What is your own opinion with regard to the use of the Bible in schools?—That it is unfit as a school book; that it is too sacred to be made a class book; and that the use of it for such purposes, so far from being

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calculated to increase a reverence or respect for it, is calculated to decrease it; and it is a well-known fact, that frequently in schools, portions of the Sacred Scriptures are applied to very bad purposes by the children who use them. I therefore consider it an unfit school book for children; and in the second place, I consider it as derogating from that sanctity and importance in which it ought to be held, to employ it as a class book.

1093. Mr. *Christopher.*] You object to it, do you not, without explanation?—I object to its being used as a class book in schools.

1094. Would you object to its being used as a class book, if the minister of the particular denomination to which the child belonged might give his own explanation?—No more than I should object to a minister preaching a sermon; of course not.

1095. What you object to, is its being used without note or comment?—I object to its being used as a class book in the school, as an ordinary school book by the master; as a reading book.

1096. *Chairman.*] Do you see any peculiar religious benefit to be derived from the mere reading of the Scriptures, without note or comment, by young children?—No; on the contrary, I have already said that I think it derogates from that respect for it which they ought to have, though children may acquire, perhaps, what I might call a prejudice; or certain minds might acquire a prejudice in its favour afterwards, owing to devout family connexions; but a great number of minds would acquire, as it is a well-known fact that they do acquire, a disrespect and disregard for it. With regard to the authorised version itself, I may, perhaps, state my objection. In the first place, the book itself we hold to be a portion only of the sacred Scriptures, whilst it professes to be the whole. That is one objection to the authorised version. In all this I speak as a Catholic. It is only a portion of the sacred Scripture. In the second place, we hold it to be what we ordinarily term a corrupted copy; it is not a faithful translation. And in the third place, I have another objection to it; that it is not made from the version which is authenticated by the Catholic Church.

1097. Mr. *Bowyer.*] That version is the Vulgate, is it not?—Yes.

1098. *Chairman.*] A great deal of stress is laid upon the necessity of securing religious instruction in all schools; do you think that a mere provision that the Bible is to be read without note or comment by young children, and without any explanation, gives any security whatever for this religious instruction which is said to be so necessary?—None whatever. If it were so easily understood by ignorant minds, why the necessity for the lengthened commentaries that we have upon it?

1099. You would say that those who object to mere secular instruction being given in schools, ought still to continue their objection, if all the religious instruction that is imparted is the mere reading of the Scriptures without note or comment?—As I understand the question, I think so; that those who are convinced that religious instruction is requisite, would not have their objection to the secular system removed by merely conceding that the letter of Scripture should be read.

1100. Have you any remedy to propose to obviate the various objections which you have mentioned to the Manchester and Salford local scheme?—With regard to the Manchester and Salford local scheme, as I have said before, I think that every due consideration—so far as I can judge—is paid to the religious peculiarities of the various sects of Protestants. The different parties are better judges on that matter than I am; but it appears to me that consideration is made in it for the variety of religious opinions and beliefs that we have in the town, and that what is wanted is some arrangement which would satisfy the Catholics; which would make an effort to give them the same satisfaction that has been given to others. The first remedy I would propose would be, that in such cases as those to which I have referred in Clauses 25, 26, and 27, and the others which I have pointed out, there should be an equality of treatment; that an arrangement should be made to admit schools for Roman-catholics, corresponding to the arrangement that has been made for Protestants, by substituting, instead of the condition of reading the authorised version, which is only a declaration of Protestantism, some other condition that would satisfy the public as to the due appropriation of the public funds, and at the same time not violate the rights of Catholic conscience; and in the second place, if it was necessary that there should be a duly and satisfactorily appointed

Catholic

Catholic local inspector, though we do not desire one, we are perfectly satisfied with the Government inspector, yet if the Committee, or the persons conducting the Bill, thought it requisite that there should be a Catholic local inspector, in those cases which could not be brought otherwise under the government of the District School Committee.

1101. Mr. *Christopher.*] Are the Government inspectors authorised to examine children on religious subjects?—Not among the Catholics; the Government inspectors are Catholics, but they are not allowed to interfere in the religious examination of the schools.

1102. You stated just now, did you not, that you would be satisfied either with the appointment of a Roman-catholic local inspector or the Government inspector?—Yes.

1103. That, I suppose, would cause some alteration to be made in the Minute of the Privy Council with regard to the mode of examination?—When I speak of the Government inspectors, I speak of those already appointed; the officers already appointed.

1104. Under this Bill, if it pass into a law, the Government inspectors have no power to enter into the schools; is not that the case?—Yes, they have.

1105. Would not that obviate your objection?—No.

1106. Mr. *Bowyer.*] It would not obviate your objection if the local inspectors came too?—We object to him who is not a Catholic.

1107. You approve of the inspection under the Minutes of Council by Catholic inspectors appointed by Her Majesty?—We do.

1108. Therefore you would be satisfied with leaving the inspection, as it is now, under the Minutes of Council, or with the appointment of Catholic inspectors?—Yes; I should qualify that word appointed; I should say satisfactorily appointed; the inspector should be a person who is not merely a Catholic in name, but one, whilst he bore the name, whose character should also be approved by our ecclesiastical superiors; and, thirdly, I would propose that, instead of rate-built schools of the kind now contemplated, that aid should be given to the various denominations in the erection of schools in the localities in which they may be required, as certified before and by the registering committee. The registering committee would have the charge of the admission of children; they would know the number of children that required education in certain neighbourhoods; they would know the religion which they profess; and they would know how far that relief was required for the various religious denominations in those neighbourhoods. I think I have seen it stated that there is also double the amount of school room in Manchester that is at present used. We have in some instances more than is at present used, but if education were put upon this footing, that is, a gratuitous education given, I am convinced that not only would the quality of it be very speedily raised, but the schools would be better attended.

1109. *Chairman.*] The Committee have been informed that it is difficult to connect a large portion of the poorer population with any particular religious establishment; it might be clear to the registering committee that there was a deficiency of education amongst the poorer classes, but how would they be able to decide to what denomination the funds should be given for the working of the schools?—I have heard it has been said that a great portion of the poor people are indifferent, and I believe it with regard to that portion of them who are not Catholics; I believe there is that amount of irreligion, or want of religious knowledge, or indifference about religious tenets, that they care not what it may be. I do not propose a remedy for that, but I would suggest that whatever the parents claimed to be, their claim should be respected; I do believe what has been stated to be the case; but with regard to the Catholics, you will always find, if you ask the question, "What religion are you?" it immediately brings out the answer, "I am a Catholic."

1110. You would not have the voting of funds to those schools depend upon subscriptions capable of being raised in the district, or upon anything else except actual deficiency in the district and want of assistance?—I think it would be well to make the various denominations do their best in contributing.

1111. Supposing in a poor district there were no wealthy persons, and suppose also that the population of the district were more Catholic, and that the proprietary body, those who would be likely to find funds, were Protestant, then what would you do in that case; the Protestant proprietors might not be willing

ing to subscribe for the establishment of a Catholic school, and there might not be any voluntary subscriptions forthcoming; would you have funds voted to meet the deficiency?—Yes.

1112. They should not be bound to depend upon any previous voluntary subscription in all cases?—No; yet I think it would be advisable that all schools that are built should be such as would satisfy the Minutes of the Privy Council, and that schools aided out of the rate should also in such poor districts be entitled to aid from the Committee of Privy Council.

1113. You would have them established under those trust deeds and management clauses which the Committee of Council have consented to, and which the Roman-catholics have consented to?—Yes; that is, as applicable to the Roman-catholics.

1114. That would be the only condition which you would desire?—That is all, I think. I would also have this condition, that such schools, when built in this locality, might be either under local or under Government inspection, according to the will of the managers; so that if any particular community objected to the Government inspection which they had before, they might have local inspection; and if we had an objection to local inspection we might have Government inspection; both would be going on in the system as here contemplated. I would leave to the parties the privilege of choosing.

1115. Mr. *Bowyer.*] The Committee have been informed that there are many people in Manchester who attend no place of worship, and who do not belong to any religious denomination; do you not think that if by means of a rate the religious, together with the secular instruction of all the denominations were made perfectly efficient, that then the children of the great part of those indifferent persons would probably fall into some one of the denominations?—I have not the least doubt that if trained to religious profession that they would; but when trained to be anything or nothing, as it is much easier to humanity to be nothing than anything, they generally take the former course.

1116. Do not you think that a system of education purely secular would have a necessary tendency to perpetuate that state of things under which many persons go to no place of worship, and apparently belong to no religion at all?—It would perpetuate it and aggravate it, in my opinion. I would also make this observation upon something as shown in the Blue Book, viz., the objection made that we are at present aggrieved by religious distinctions; that the denominational system, as it was termed, would only continue those religious distinctions; of course, as a Catholic, I lament these religious differences very much; but at the same time I think that the fair way to bring them to an end is not to seize upon the poor man's child, and alienate it from all religion, or turn it from the religion of its parents, who are responsible for it before God. It is only because a number of persons consider that the religion of its parents is not true, that they take upon them to decide what is right or what is wrong, not only for themselves, but for others. It would be a much more legitimate way to respect the rights of the parents, to respect the sanctity and integrity of their conscience, and to leave it to them when the child shall have come to the use of reason; and then let the ministers of religion bring their arguments to bear upon the cultivated mind of the child, and upon the information already received, and win it to a oneness of faith with them, if they can.

1117. You mean, that the child should be brought up in the religion of its parents?—Yes, the religion in which the parents wish it to be brought up.

1118. You naturally hope that, when the child has been well educated, it would be led to become a Catholic?—I should win it to that faith if I could; but I would not take it from a Protestant parent and put it in a Catholic school, and perforce refuse a man the rights of citizenship unless he surrendered the child in that way.

1119. You would not wish the child to be put in a school where it would learn nothing but mere Deism, or a morality founded on Deism?—No, I would not; or indifferentism, which is but another term for the same thing.

1120. You consider that indifferentism might possibly, so far from being a preparation for receiving religious knowledge, be antagonistic to it, and prevent the child from receiving it?—Most certainly; that religious knowledge of which I speak, doctrinal knowledge. I believe that there is no real morality without

without faith. There can be no Christian morality without faith; there may be pagan morality without faith.

1121. *Chairman.*] Your objections apply equally to those schools where the Scripture is read in the authorised version, without note or comment, as to purely secular schools?—Just the same. As to purely secular schools, where the Scripture is read, I have heard it stated that the reading of the Scripture is not to be excluded from the purely secular system.

1122. Your objection, in point of fact, to schools as places where Deism would be taught, as it were, or where there would be no foundation for morals by faith, would apply to a great portion of the schools which it is proposed to support under this Bill?—I most certainly do believe it.

1123. Sir *G. Grey.*] Does your objection apply equally to the two schemes, with the nature and details of which you are acquainted, which are before this Committee?—I think that in such schools as have no religious instruction given in them, as, for instance, the rate-built schools, except the reading of the authorised version, there would be no difference whatever between what is called the purely secular system, with the admixture of the Scripture reading in the school, and those schools under the local plan. When I used the term "Deism," I did not mean to charge any one with it; I meant to say, that Deism, or indifferentism would be the natural result of such a course of education.

1124. That objection applies, as it respects the Manchester and Salford scheme, only to the part which relates to the rate-built schools, there being no denominational schools in the district?—Yes.

1125. *Chairman.*] It applies to all schools where the only religious instruction imparted is the reading of the Scriptures in the authorised version?—Yes; I hold that it does lead to indifferentism and Deism, and that when the children are preserved from that, some other element is brought in to bear upon them.

1126. Mr. *Christopher.*] From the general tenor of your evidence, may not the Committee infer that you are of opinion that purely secular instruction in the first instance is not in any degree suitable to prepare the child to receive religious impressions afterwards?—I am of that opinion; I am opposed to a merely secular system.

1127. Then, as a Roman-catholic, you would conscientiously object to any general system of education which shall be founded entirely on secular instruction?—Yes; just in the same way as I object to what are called by the name of "Godless Colleges."

1128. The reason I use the word "conscientiously" is, that it has been stated in evidence before this Committee, that there could be no such conscientious objection?—In what sense is the word "conscientious" used?

1129. A person who is an advocate for secular instruction stated to the Committee that there was a distinction between a political and a conscientious objection; he called it political when it was objected that instruction of some kind was to be forced upon the pupil, and a conscientious objection when the other system is adopted?—It appears to me that I could not make that distinction.

1130. Then as a Roman-catholic, you would, conscientiously, object to pay any rate for a system of instruction which should be entirely a secular system?—I should pay it very unwillingly, and should do all in my power to prevent such a law being enacted.

1131. Mr. *Bowyer.*] Is there not a certain class of opinions, called by Roman-catholic writers "indifferentism"?—Yes, that is where there is what I have heard once called "the religion of all moralities, and the morality of all religions." It is a sort of Pagan morality.

1132. Is it not strongly objected to by the Catholic Church?—Most undoubtedly, because the Catholic holds faith as the foundation of all religion.

1133. Do you think that a system of secular teaching, without religion and morality, not arising out of religion, must lead necessarily to that indifferentism which is condemned by your Church?—Yes.

1134. Mr. *Cobden.*] The difficulty of combining a general system to unite all parties and sects in Manchester is entirely a religious difficulty, is it not?—It appears so, and it is stated by Mr. Entwisle that it is so.

1135. And all the difficulties which you have put in the way of the Roman-catholics joining the other sects are religious difficulties, are they not?—It appears so.

1136. At the commencement of the labours of Mr. Peel, Mr. Richson, and others to form this Manchester School Association, you personally joined in it, did you not, and gave in your qualified adhesion to the movement?—No.

1137. You stated, did you not, that you had given in a qualified adhesion, and that you had given your qualified sanction to it in a sermon?—Yes, to the preamble.

1138. Did your co-religionists, generally, join you in that qualified adhesion to the preamble of the Manchester and Salford School Bill?—I do not know that I had any discussion with them upon the subject, except with Dr. Errington, a member of the Committee. He and I were exactly of the same opinion upon the matter. The Committee have Dr. Errington's opinions here. I think it was he who principally made the objections throughout; and finally drew up the declaration in which the same thing is intimated. We approved of the preamble, but the details, as bearing upon us, we did not approve of. I may just add this: that if we thought that injustice was done to any other portion of the community by any part of the Bill, we should not approve of it any more than for ourselves; we have not heard complaints from any others; we have complaints to make, and we address ourselves to that.

1139. At the present moment, do you see any prospect of so far inducing the promoters of the Manchester and Salford Education scheme to modify their clauses, as to enable you to co-operate successfully with them?—I do not know that I can answer that, unless I had some knowledge of their minds, which I have not.

1140. You did put in objections?—Yes.

1141. And you have had no satisfactory answer from them?—We never had any answer, except that from the Minute; I did not receive a copy of it; it was long after before we got that; we expected that an answer would have been sent to each of us who signed the declaration, but we did not receive such courtesy; that is the only answer; and I do not consider that an adequate reply.

1142. Taking the Bill as it now stands, with the clauses as they appear, would you be precluded altogether from partaking of the benefits of the rate, provided one were levied?—Except in a portion of our schools, I think four or five only in the town, if so many.

1143. You have stated that the Government ought to provide the means of education without interfering with the rights of conscience in religious matters; do you mean by that that the Government should impose a rate upon the people of Manchester and Salford for the purpose of paying for the education of children belonging to all the different religious denominations, without inquiring at all into the kind of religion that was taught in those schools?—I do not think that Government has any title to inquire into the kind of religion. It is not a teacher of religion in the first place; and in the second place, Government has no right to interfere in the question of religion. The Government protects the property and persons of the members of every religious creed, and why it should interfere in the religious education of their children I cannot tell.

1144. You have stated, have you not, in your evidence, that you would wish the Government to legislate and pass an Act making the rate compulsory in Manchester, and not to leave it optional with the municipality there, which would give rise to constant strife upon the kind of education to be given?—I do not think I said for Manchester and Salford merely; I laid down a general principle, which I thought applicable to the whole country, that Government have a right to aid the poor man in the education of his family, and to provide for their education, as it provides for himself in the hour of distress and affliction.

1145. You have shown that there are certain difficulties, arising out of the conflict of religious opinion in Manchester, to agreeing in Manchester to a scheme for rate-supported schools; are you not aware that precisely the same differences of opinion exist in the House of Commons, which render it just as difficult there as in the town council of Manchester to come to this agreement, which you desire, of admitting all religious bodies to partake of the educational grant?—Yes; I suppose there are, perhaps not so great a variety, but as widely separated.

1146. The

1146. The object of my question was to show that you would not get rid of the difficulty by referring it to the Legislature; it is public opinion out of doors that must settle it; do you think, as the result of all the efforts made in Manchester, that you are nearer now in Manchester to an agreement with the whole of the sects as to a system of education, including religion, than when you began this movement?—No; but my reason is this: that if the Legislature were convinced that it was the duty of the nation to discharge that function towards the poor man's family, and had the means of settling it, it would be better that the highest authority in the country should settle it at once, rather than leave it a question to be litigated and agitated and discussed by persons of less information and less experience, and upon whom a smaller responsibility for their conduct rested.

1147. You would require that any system of education should embrace religious teaching?—Of course.

1148. And that religious teaching shall be paid for out of a rate?—Yes; that is, that the nation shall provide it.

1149. That whatever grant shall be made for education, all descriptions of religions shall be included in that payment?—Yes, all, thus far, that if the nation make an effort for the education of the people, it shall respect the sanctity of conscience.

1150. Are you not aware that a very large portion of the community have a conscientious objection to paying rates for the purpose of teaching what they believe to be religious error?—I am aware that persons assume that objection; but I certainly cannot see with what consistency; how do they know that it is error? They say "I have a right," or that their other neighbour has a right, to please himself; they admit his right, and then they come to punish him in his family. I will take a case at once; an illustration is perhaps the better way. Of course, I know very well that it is against the Catholic Church—the whole matter shows that very clearly—that a very great part of this prejudice is entertained. They claim the right to hold their opinions; then why not concede the same to me? They know that the Catholic Church claims to be infallible, and to pronounce upon what is right and wrong; and they protest against such a thing as infallibility; but they make themselves so, and then undertake to chastise the Catholic poor man in his family upon the ground of their own presumed infallibility and their own presumed rights.

1151. The question is not one of the chastisement of families, but the question is, whether a Baptist and Independent or a Quaker should be called upon to pay for the teaching of religious doctrines which they believe to be erroneous; do not you think that a man may be fairly entitled to the conscientious belief that his own religion is true and other religions false?—Undoubtedly.

1152. If he have that conviction, is it not violating his conscience to ask him to pay for the teaching of another religion which he believes to be false?—I think to call upon him to pay for what I have before called the direct propagation of another religion would be felt to be unjust; but I deny that this would be direct propagation; I maintain that this would only be the discharge of a part of that Baptist's or Quaker's duty towards the State when he joined with other members of the community in affording the means of education to the children of his poor neighbours, and did not claim at the same time, whilst he possessed property and could aid the poor man in the education of his family, that his own religious opinions should be forced upon them. I do think if it were conceded that he should dictate what kind of religion should be taught to the poor man's child, it is then that the tax would be employed for the purpose of propagating religious doctrines. My view only takes society as it is, and leaves the conscience sacred; it contributes at the same time for the efficient education of both body and soul.

1153. Would you have any objection to subscribe from your own purse for the maintenance of teachers of Judaism or Unitarianism?—I would have an objection to give a private donation for the teaching of Judaism or Mahomedanism, or for the propagation of the Gospel in foreign parts, or any of those societies, or the Home Missionary Society, or the Town Mission. I would have no objection whatever to contribute to a rate provided for the education of the people, that would not interfere with their rights of conscience, whilst it

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recognised at the same time the right of the parent to hold what religious opinions he pleased; I cannot see why, supposing there be a large portion of the community of a religion that I do not approve, I am to say to him, "I have the means of aiding you; we are all fellow-citizens, you may think as you please; but unless you think as I do, I shall punish you and condemn your children to ignorance;" I cannot see the justice of that.

1154. Supposing there were a Jewish school, at which Jewish children alone attended, or Mahomedan children, would you consider it preferable that you should contribute towards teaching those children, in addition to secular instruction, the tenets of their own religion?—I do not like to commit myself to an answer till I see the meaning of the question.

1155. If you were asked to pay a rate for the support of a Jewish school, or a Mahomedan school, in which reading, writing, arithmetic, geography, and such instruction were given, would you object to that rate, if, in addition, the tenets of their Mahomedan or Jewish religion were not also taught to those children?—You make an abstract supposition that has no reality in existence; and I cannot see that I am called upon to give an answer to it. There is no such thing as asking for a rate for a Jewish or a Mahomedan school.

1156. You are aware that what is called the Secular Public School Society would propose to levy a rate at which Jews and all other religious denominations might receive secular instruction without any religious teaching whatever; you object to that plan, do you not?—I have done that.

1157. You object to it because religion is not taught?—I have done that.

1158. Then, I ask you again, if, in addition to this instruction in reading, writing, arithmetic, grammar, and geography, their peculiar religious tenets were taught, would you have any objection to a grant for educational purposes being given to those schools?—If the religious tenets of every portion of my fellow-citizens are taught in the respective places, I would not object; but if it is to be withheld from others, and merely to be employed for the propagation of Mahomedanism or Judaism, it is very probable I should.

1159. Mr. *Bowyer.*] You take it as part of the system?—Yes.

1160. Mr. *Cobden.*] You stated, did you not, just now, that you regarded education in its temporal aspect, as partly a matter of police, with a view to make the children grow up good subjects and citizens; you consider that Protestants may be good subjects?—Certainly.

1161. And Jews?—Certainly.

1162. And Unitarians?—Yes.

1163. Then would it not carry out that part of your object in education which refers to temporal matters, if you gave in schools so much of religious or moral instruction as might be taught in common to all those different denominations I have mentioned, who, not being Roman-catholics, still you admit may be good citizens?—I admit that they may be good citizens in proportion as they have, as I suppose them to have, some degree of Christian faith.

1164. I understood you to admit just now that Jews may be good citizens?—Yes; and I admit that, as the history of the world shows, there may be good citizens in a pagan State; but these questions appear to me to have no bearing at all upon the point; the question being what is the duty of the State in a Christian country with regard to training up the children of the poor, without violation to the conscience either of the children or the parent; and to make abstract cases, like those which have been suggested, particular cases, extreme cases, does not appear to me to bear upon the question.

1165. Is it not your own particular difficulty in Manchester, what you call an abstract case, that of inducing your whole community to agree to pay a rate for the teaching of religion on the one side, and the difficulty on the other side of inducing the whole community to pay a rate for teaching secular instruction, omitting religion?—I suppose it is; but the difficulty is not on my side, you will observe.

1166. You stated, did you not, that you objected to a rate for the purpose of imparting secular knowledge only?—For the purpose of what I may call eliminating religion from education.

1167. You are aware that at several large meetings in Manchester public opinion has been declared in favour of separating the functions of the school-master

master from those of the minister of religion, and giving only secular instruction in schools?—I think it was stated before this Committee lately, that a meeting could be got up in Manchester at any time which would carry that by a majority, if it was advisable to do so; and I do believe it could be done; but I believe it is owing to this, which I said before was but a characteristic of the great portion of the people, namely, indifferentism to religion, and the want of any idea of what is meant by religion.

1168. Is that the condition of the majority of the people of Manchester?—I think it is the condition of a great portion of those who attend great aggregate meetings.

1169. At the last meeting of the Committee, we examined a member of the Society of Friends, representing that body, who stated that their religious community objected to paying rates for supporting schools in which all religious doctrines were taught. Do you consider the Society of Friends to be generally wanting in religious convictions?—No; the Society of Friends would not compose such a meeting as that that was adverted to; as I understand, the meeting would be one of the great public meetings; and if I recollect rightly, there was an instance of that on one occasion; a meeting outside the Town Hall while another was going on inside. Such meetings as those, I have no doubt, could be got up in Manchester, or in any of the great manufacturing towns in the north of England; owing, as I said before, to what I believe to be the indifferentism that exists amongst the people, with regard to religion itself; it is a matter that they have lost all sight of.

1170. You stated, did you not, that you did not consider the Bible to be a good class book for schools?—I said so.

1171. In your schools, is the Bible not used at all?—Yes.

1172. Is it used in the hands of the schoolmaster, or in the hands of the priest who visits the school?—It is not used in its integrity, the whole Bible, but portions of it, and books of religious instruction; of course ordinary books of religious instruction.

1173. By the schoolmaster?—No, by the children; the books put into their hands; that is it, taught and explained to them; religion is taught to them.

1174. By the schoolmaster?—By the clergyman also.

1175. But by the schoolmaster?—By both; by the monitor, the schoolmaster, and the clergyman also.

1176. You do not contemplate that any part of the rate raised for education should be paid to the priest?—No.

1177. At present, do you consider that the number of priests in Manchester is sufficient for the spiritual wants of the Catholic population;—The whole number is inadequate.

1178. You do not propose to increase their number out of the rate for the schools?—By no means; I have no idea of such a thing; but to increase their number if it be possible to find them.

1179. Then, in case of a rate for the support of the Roman-catholic schools, you would still leave the clergymen of that denomination to afford the spiritual consolation which they now do, and without any aid from that rate?—It would be his duty to do so.

1180. Would it not then be possible so far to separate the religious from the secular teaching, as to confine the schoolmaster in the schools to that kind of instruction to which neither a Quaker, nor an Independent, nor a Baptist could object on conscientious grounds, and give to the children religious instruction through their spiritual teachers, as they do now?—I do not think it would.

1181. Would you prefer that those 18,000 Roman-catholic children, who are now unprovided with education, should be allowed to be absent from school, rather than that they should be attending a school where they could receive secular instruction?—I am not to adopt what I believe to be evil, if I cannot attain what I consider to be good.

1182. Is it evil to teach children reading and writing, seeing that they would be left to receive their religious instruction then, the same as now, from their priests?—I should consider it an evil, to be estimated according to the effects it would produce, to give children just that which I believe would tend to produce what has been before characterised as indifferentism, or Deism, or irreligion.

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1183. Would there be a great tendency to indifferentism or Deism, by bringing children into a school, and giving them that instruction which is common to all schools, rather than leaving them in the streets to be trained up in idleness and dirt?—I am free from that responsibility; it is not my doing to leave them so; I exert myself to the last. I would lay down my life for them; to preserve them in the faith which I believe to be requisite for their eternal salvation; and if others step in, and interpose between me and them, or mulct them with the penalty of ignorance on account of their religious faith, it is not for me to be responsible for that.

1184. You say there are 18,000 Catholic children now in Manchester not at school who ought to be at school; I ask you whether you think it would be calculated to produce indifferentism or deism, if you put those children into the rate-supported schools, where they would have a free education. I mean instruction in secular knowledge, reading, writing, arithmetic, geography, &c.?—Will the Honourable Member state the object of his question; is it by putting an extreme case to draw me into an admission.

1185. You say there 18,000 Catholic children now in Manchester, not at school, who ought to be at school; I ask you whether you think it would be calculated to produce indifferentism or deism, if you put those children into the rate-supported schools where they would have a free education. I mean instruction in secular knowledge, reading, writing, arithmetic, geography, &c.?—I think the future could only solve that question.

1186. Mr. *Bowyer.*] Do not you distinguish between certain specific religious studies, and such instruction as reading, writing, and arithmetic, what is called education?—As a part of the education, of course.

1187. A man may learn arithmetic, and he might read and write without learning religion at the same time?—It does not follow any further than that arithmetic, being exceedingly true, and God being true, they must be dependent one upon the other; I do not see any other connexion between them.

1188. But when they go beyond reading, writing, and arithmetic, they go to what is called education; then do you not think that religion becomes a necessary part of it?—Yes, certainly.

1189. *Chairman.*] Could it not be managed in this way; that the children at certain hours, say from 9 to 12, should be instructed in reading, writing, and arithmetic, and so forth; that then, in the afternoon, say from two to five, they should be instructed in similar branches of instruction; and that, upon certain days of the week, there should be, perhaps in either the morning instruction, or the afternoon, religious instruction given by such persons as were suitable for that purpose; for instance, in the Catholic body, by persons approved by the Catholic bishops, or the clergy; and in other religious bodies, by persons approved in a similar way. What is your objection to that plan; does not it include the religious element in the education, and at the same time give secular instruction?—Yes, of course; what has been called the denominational plan includes secular instruction; but that appears to me to be a sort of half way between the two, having for its only merit the practice which has been called the denominational plan.

1190. Is it necessary that the religious instruction should be given, throughout the whole course of instruction; for instance, could not certain hours be set apart for secular instruction, and certain hours set apart for religious instruction, and during the time that the secular instruction was being given, could not the children of all denominations be present; and could not some arrangement be made for religious instruction?—Of course it is so; for instance, while children are learning arithmetic, they are not learning the Catechism; that is under the denominational system.

1191. Supposing you said that you would supplement by the priests, the religious part of the education, leaving it to the different religious bodies, and knowing it was not provided for in the day school, leaving it to their zeal in the cause to supplement this religious element of the education; would not such a plan as that be practicable, and meet the difficulties?—I think not; in the first place, it would not be practicable with us, for not having a school to aid in the teaching, it would be impossible for us with our numbers to devote the time to it in the number of schools. If the children could be brought altogether into one school, it might be; it would not otherwise be. In addition to that, the very profession of it makes religion something separate, as it were, from

from the ordinary business of life; whereas I hold that one of the greatest essentials of a sound and true education is religion, a part of a man's life, involved in every transaction, in every moment, and in every portion of it; and this tends to make them on the one hand, look upon it as something separate, upon which worldly prosperity is not to depend. As I once heard a man say, he would strike his son if he said grace before meat, because he did not believe that religion had anything to do with this world.

1192. Supposing I send my child to a day school from 9 to 12, and during that time the child is instructed in reading, writing, and arithmetic, and he goes also in the afternoon to receive similar instruction. Suppose also that at other times I take care that that child receives proper and adequate religious instruction according to my conscientious convictions, can it be charged against me that, in that way, I am making religion a secondary matter; do not I give it importance in providing for it at other times and places?—I think the supposition is entirely inapplicable to the question upon which I have been examined. I am speaking of the education of the poor, and I have already said that one of the great obstructions to the education of the poor is indifferentism; that is, negligence from the many employments they find, and negligence amongst the parents themselves; they would not have the capability, or perhaps the solicitude, as experience of life must teach us that you would have for your children: an anxiety for their respectability, and an anxiety for their advancement, and so on; and therefore whatever advantage there might be in the case you suppose as applicable to yourself, would not apply to the great body of the poor.

1193. It has always been stated that the Roman-catholic priesthood were very zealous in their attentions to the poor, and that in Manchester, during the times of the greatest distress, they employed their time entirely in visiting the distressed families, especially during the time of the cholera and fever?—It is their daily task.

1194. In ordinary times surely the Roman-catholic priesthood would be enabled, by visiting those various families, to awaken them to the necessity of religious instruction; what is there to prevent the visits of Roman-catholic priests to the families of Roman catholics with the view of inciting them to pay attention to the religious instruction of their children, and by the influence which they are known to possess causing a good result to take place?—I do not think that there is anything except the impossibility of reaching such a vast number; for instance, old and young, according to a calculation which has been made, and which has been put in evidence already to-day, there are in my district alone about 13,000 or 14,000, perhaps, 15,000, and there are only two priests.

1195. Sir *G. Grey.*] Do you mean that if religion was not taught in the schools at which Roman-catholic children attended, the numerical strength of the Roman-catholic priests in Manchester would not be sufficient for the instruction of those children in their religious principles?—I mean to say, if it is meant to lay it as a supplementary task upon them, in addition to the duties they have already to perform, it would be impossible for human exertions to reach it. I would say at the same time, that owing to the state of things, owing to the smallness of our numbers, and the great bulk of the Catholic population of Manchester, and their extreme poverty, the work of instructing the poor is not done as it ought to be done. As I have said before, if that were done we should very speedily change the condition of Manchester and the Catholic people in it; if we had the means of doing it. When I speak of means of doing it, I mean that if we had schools such as those that I have contemplated in the evidence that I have given, and people would aid us in the work, bringing a small amount of what I might call collateral power to bear upon them, we should very soon be able to use it to such advantage as to benefit the people and considerably benefit the town.

1196. I understand your opinion to be decidedly, that the best scheme of education is one which combines religious with secular instruction?—Yes; I said in the beginning that I contemplated the education of the whole man, body and soul, for the object for which he is created.

1197. With reference to some questions that were asked you just now, I presume you did not mean to say that you would prefer that the 18,000 children, to whom reference has been made as being utterly destitute of education, should

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remain in absolute ignorance rather than they should attend schools were they would receive only secular instruction, if that was your only alternative?—I think I did not say that I would prefer that; I think I said that that would be a state of things forced upon me. I would not, because I could not attain a good, become a voluntary party to an evil.

1198. If that was the only alternative, you would not prefer their remaining in absolute ignorance; but if you had the alternative presented to you, of schools giving only secular instruction, and schools combining religious and secular instruction, you would prefer the latter?—Yes.

1199. You have stated that the school accommodation connected with your community in Manchester, is considerably larger than is necessary for the actual attendance of the children?—I think I said larger.

1200. In fact the attendance of Roman-catholic children is not limited now by the deficiency of accommodation?—No.

1201. You have spoken of the indifference of the parents to the education of their children, and you at the same time stated that you anticipated a largely increased attendance if rate-built schools were provided?—Yes.

1202. On what grounds do you found that expectation of a largely increased attendance of children?—Because I know that one very great cause of the absence of the children from school is want of means to pay for the children. It is proposed by Lord John Russell in his speech, to give help or aid at the rate of 2 *d.* a week, on condition that the parents paid 4 *d.* or 5 *d.* That shows that his Lordship has not considered what is the condition of the people. If there were only one child it would be a great tax upon a poor family, but where there are two or three or four it would be impossible. But if the education were to be gratuitous, so that the efforts to educate their children were not a heavy tax upon them, then I think it possible that the present cause of the absence of children from school would be removed. For instance, a mother has three or four children; she is at work in the factory all day, and one of them is perhaps an infant a few months old, and the others are slightly older; there is no one to take them to school; the older one cannot be spared, but must stay at home to nurse the young ones, and so the whole family are kept at home; suppose the youngest three or four years old, it is still the practice to keep the older one at home to take care of the younger ones. If we had sufficiently supported infant schools, and sufficiently supported day schools, then the mother could lock up her house, and send her children to school, where they would be cared for till she could take them home, and that would not be a tax upon her. Now she has to pay for their instruction, and also to pay a woman to nurse the helpless children.

1203. From your knowledge of the habits of the people and their feelings, is it your opinion that, if free schools were provided on your principle, they would send their children to those schools, notwithstanding the indifference you have spoken of?—Of course that indifference is only applicable to some persons; I do think that such as I have described would send them; there would be still found some who would be indifferent.

1204. Will you state whether the only ground upon which you rely for that increased attendance of children on the plan you have recommend is, that the schools would be free, and the plea of poverty could not exist as to those who are not at present indifferent to education?—So far, I think, in all such cases as I have referred to the gratuitous education of the poor would remove this; along with it the parties themselves, even though holding cottages only, would be in some degree contributors towards the rate, and they always have a great willingness to get back some value for their money; another matter that would contribute to the regular attendance at the schools, the want of which is a great hinderance to us now, is this: if the Catholics were excluded from the school, unless there was a certain amount of weekly attendance, I think it would tend to make parents very careful; I have known instances in my own school in which, on two successive days, though the numbers were perhaps about the same on the two days, yet there was probably not more than one-half or two-thirds of them the same on one day as they were on the other.

1205. What is the usual rate of payment now?—Twopence a week in mine.

1206. What is the salary or emolument of the schoolmaster or mistress?—The schoolmaster has 50 *l.* a year, and the schoolmistress has nothing.

1207. Does

1207. Does she teach for nothing?—I should remark that we have a community of ladies who keep a boarding-school, and who teach schools for the higher classes, and out of the profit which is made from the education of those better off in the world, they carry on the poor school.

1208. Mr. *Bright.*] Have you much acquaintance with the system of education established in Ireland?—None whatever, any further than a very general one.

1209. You are aware, probably, that amongst the clergy of your church in Ireland there has been a general acceptance of that mode of education?—Yes, I am.

1210. Are you sufficiently acquainted with it to say whether, if introduced into England, that system would meet with the general support of your body?—I do not think it would, so far as I know of it, for this reason: I think it has excellencies in Ireland which would not be found in it in England. I do think that it has excellencies in Ireland in this: that though it is under the name of a national plan, or a mixed plan, yet it is not such in reality. Where it is useful, say in the South of Ireland, or in parts where the majority are Catholics, of course to all intents and purposes it is a Catholic school; in the North, where they are Presbyterians, it is to all intents and purposes a Presbyterian school; therefore it is a denominational school, and gives satisfaction in those parts, but not, I believe, generally where the system is carried on on the mixed principle.

1211. Do not you know that there are a great number of schools in Ireland in which Catholic and Protestant children are educated, and in which arrangements are made by which religion is not neglected, and yet the consciences of none are constrained, and the system is found there to work, in the view of the most moderate people, satisfactorily?—I do not know that to the extent to which you have described it. I have heard various opinions expressed upon the matter, and amongst those the opinion which I have just now given to the Committee. I heard recently a gentleman who was well informed upon the subject express himself as I have done now, that the great satisfaction expressed, and the great approval given to it, by the Catholic clergy, was in those parts where the people were all Catholics, and that it was not in reality a mixed system. I have heard the same of it in the North.

1212. You have spoken of the indifference of the parents; in your avocation do not you find the stolidity, or what may be called the brutish ignorance, of that unhappy portion of the population a very great obstacle to the reception of any instruction in religion?—No, not in the degree in which, perhaps, the Honourable Member thinks it; that I find it a very great impediment to the communication of knowledge, is very true, and therefore my great anxiety to have persons properly educated. There is a facility in the communication of knowledge to persons trained, and who are in the habit of thinking and using their minds and reason, and who can derive information from their own reason, which we cannot have with persons who hear things for the first time, and have only a few ideas in their minds, and those immediately connected with their existence. If the Committee will allow me, I would say that, after all, amongst even the illiterate portion of the Catholics there is a more or less firm and general idea of religion, the idea of a God, the idea of the Trinity and of redemption, the idea of the obligations of religion, and the idea of eternity; and though it may be difficult to train them when thus stolid in the ordinary practices and ordinary duties of life, and to direct them with the facility with which we direct better-instructed persons, yet they have in almost all instances, with very rare exceptions, those great fundamental principles of religion impressed upon them which is the first effect of faith.

1213. Are you in the habit of preaching?—Yes; sometimes three times on the Sunday.

1214. In addressing your congregation, does it not occur to you that it is scarcely possible for you to put the great truths which you wish to teach them in language simple enough, and to give illustrations before them in such a form as that you can lay hold at once, not only of the feelings, but the minds of those whom you are addressing?—That is the great difficulty. The difficulty in our population is this, that we have persons of various classes and grades; we generally have catechetical instructions simply; for myself, I am a great lover of monosyllables.

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1215. If by the stroke of a wand every boy and girl from 12 to 14 years of age with whom you ever come in contact as a clergyman, were able to read and to write, and to cast accounts, and describe what there was on the map, as well as the average of the persons in this room, is it your opinion that that fact would be hostile to the inculcation of Christianity amongst them, or hostile to the performance of all their duties in life; and when I say due performance, I do not mean as regards man and man only, but as in the presence of God?—If they had no previous knowledge of Christianity, I believe they would be just in the same condition as the Pagan world was when the Apostles began their work.

1216. You mean the condition that an educated person was in?—Yes.

1217. You would admit, that living in a state of society very unlike, there would be this difference, that they would not be brutalised by the horrid vices which were prevalent in that day; they must be free from them?—That would depend upon what was the fashion of the time.

1218. At any rate, if you could conceive of such a thing as those boys and girls being in that state of instruction, is there any reason why they should not know as much of religious matters as they know now, being in a state of almost total ignorance as regards secular learning?—I see no difference; I do think this: the greater cultivation of the mind improves the imagination, and therefore renders a person more liable to the refinements of vice; that they would be less prepared, perhaps, than the simple-minded would be; and hence we find, I think, that the simple-minded amongst the Pagans received the truths of Christianity much more quickly than the philosophers did, or the more learned; not than the very distinguished philosophers did.

1219. You think that the habit of inquiring which the mind would retain, would be rather unfavourable to the reception of what it might be wished to teach them?—Not the habit of inquiring, but the habits of evil which are often induced without religion upon that condition of the mind.

1220. There appears to be no necessity why a man should have less religion, because he can read and write, or a boy of 12 or 14; you can store up in the mind religious ideas, or religious truth, without displacing from the mind a fact in geography; and the mind of a child of 12 or 14 years of age is surely capable of taking both, and is not the less capable of taking the one, because it possesses the other?—I did not say, nor would I maintain, that there would be a necessity why the boy who could read would know less of religion than the other, nor why, taking all things as equal, the boy who could read would learn it less willingly; but if a boy of 12 is brought to me, who knows nothing of vice, and is willing to learn, I should more easily make impressions upon his mind of reverence for God, and impress upon him the truths of religion, than I could upon a boy who was left to read, and has read, bad books, and who is left to read, and has read, the sneers of infidelity against religion, who has read what has corrupted his mind, and made him unfit to receive the impressions of religion.

1221. You assume that the one knows nothing of vice, and that the other has been reading corrupt books; now, seeing that a state of ignorance tends very much, especially in the way in which children are brought up, to a great knowledge of vice, and that well-regulated schools would not introduce them necessarily to bad books, would you think it fair to decide the question upon the case as you have put it?—I think the Honourable Member has mistaken the answer which I gave. I had said beforehand, that in certain cases a boy that could read was under a disadvantage; and then I was asked if I thought of necessity that he should be under that disadvantage. I said, it was not of necessity, but I supposed a case in which a boy that could read, would be under a disadvantage, to justify what I said before.

Martis, 26° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. Gibson.	Mr. Ker Seymer.
Mr. Christopher.	Mr. Cobden.
Mr. W. Fox.	Sir George Grey.
Mr. Miles.	

THE RIGHT HON. THOMAS MILNER GIBSON, IN THE CHAIR.

Samuel Lucas, Esq., called in; and Examined.

1222. *Chairman.*] WHAT is your reason for desiring to call the attention of the Committee to the subject of industrial schools?—Because it appears to me that that subject has been rather more neglected than the importance of it demands in this inquiry because I consider that the industrial schools are in reality the most important of any description of schools that can be established, and because I think that fewer difficulties attend the establishment of those schools than would attend the establishment of any other description. In the first place, the sectarian differences which arise with regard to other schools would, I think, be much fewer with respect to these; and there are difficulties to overcome with regard to others which would not exist with regard to these.

1223. Are you aware that there is an industrial school in Manchester?—I am, and I have seen something of it, and I have reason to know that, as probably the Committee has been already informed, it has been very successfully conducted, and has produced very good results.

1224. Have you made any calculation of the number of children for whom it is necessary to provide instruction in this description of schools in Manchester?—I have, and in making that calculation I should say that I have not gone upon any figures as to the number of children who may be said to be uneducated of this class in Manchester, but upon the facts which I found existing in Aberdeen, where industrial schools have been established, and where the result has been most satisfactory. Sheriff Watson, as the Committee is aware, has paid a great deal of attention to the subject of industrial schools, and has succeeded in establishing three there, and in those schools there are about 150 children under instruction. Since these schools have been established crime has diminished very much in Aberdeen; and, taking the population of Aberdeen and the population of Manchester, and supposing that as much has been done in Aberdeen as can be done, it appears to me it would require that there should be accommodation for 725 children in Manchester. Supposing the proportion of scholars in Manchester was the same to the population as in Aberdeen, there should be 725 scholars. I think it is exceedingly probable that the number should really be much larger, because the population of Manchester is of a different character to that of Aberdeen. There are a good many Irish. I should think altogether the population of Manchester was of a lower class than it is in Aberdeen, but taking the calculation upon the facts that are ascertained in Aberdeen, there should be at least accommodation for 725 scholars in the industrial schools.

1225. Have you calculated the amount of rate that would be required for this purpose?—I have; I find that in the industrial school in Manchester the expense is about 5 *l.* per head.

1226. Mr. *W. Fox.*] Per annum?—Per annum; and that it is very much the same in other places where food is given in addition to instruction; and taking the calculation upon that basis, of course it would require 3,625 *l.* to educate 725 children. The present rateable value of property in Manchester I am told by an inhabitant and ratepayer, is one million and a quarter; that a rate of three farthings in the pound would raise a sum of 3,906 *l.*, nearly 300 *l.*

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over the amount required for the maintenance of 725 children in the school; if we double the number of children in the industrial schools, it would only require a rate of 1 ½ *d.* on that calculation.

1227. *Chairman.*] Have you any facts to lay before the Committee, to show that the establishment of industrial schools would effect any important diminution in the amount of juvenile crime?—I have been occasionally in correspondence with Sheriff Watson, but as some figures have already been laid before the House of Commons in the inspector's report, I think probably that may be a more authorised document to call to the attention of the Committee, than any which I could have got from private sources. This is an extract from the report of Edward Woodford, an inspector of schools in Scotland, under the Privy Council: "The following tables exhibit the number of juvenile vagrants apprehended by the Aberdeen rural police, during the four years prior to 1845," the year in which the industrial schools were established, "and the four years subsequent to that date:

1841 - - - 328	1844 - - - 345	1847 - - - 6
1842 - - - 297	1845 - - - 105	1848 - - - 6
1843 - - - 397	1846 - - - 14	1849 - - - 1

and the number of juvenile delinquents under 12 years committed to prison during the same period:

1841 - - - 61	1844 - - - 41	1847 - - - 27
1842 - - - 22	1845 - - - 49	1848 - - - 19
1843 - - - 53	1846 - - - 28	1849 - - - 16

These figures demonstrate that some great agency has been at work, and they go far to predict, that if carried fully out, juvenile delinquency and vagrancy will speedily disappear." I have also some facts with regard to Edinburgh, taken from the report of the industrial schools there, for there are industrial schools there as well as at Aberdeen. Mr. Smith, writing to the secretary of the ragged schools of that society, encloses the following table:

"RETURN of JUVENILES under 14 Years of Age, committed to the Prison of *Edinburgh*, in the Four Years ending 24 December 1850.

	TOTAL COMMITMENTS.	CENTESIMAL PROPORTION UNDER 14 YEARS.
1847 - - - - - - - -	4,734	5·6
1848 - - - - - - - -	5,536	3·7
1849 - - - - - - - -	5,709	2·9
1850 - - - - - - - -	4,865	1·3

And again, the number of prisoners between 14 and 16 years of age, committed to the Edinburgh prison, since the establishment of ragged schools, has been:

1848 - - - - - - - 532
1849 - - - - - - - 440
1850 - - - - - - - 361"

Mr. Smith adds: "From careful observation of the operation of the Ragged Industrial Schools, I can have no doubt but they have been the principal means of effecting so desirable a change." Dundee has also had industrial schools established, and I find the second annual report in 1848 says, "The friend of humanity will receive ample testimony to the good effected by this society by consulting the police superintendent, the governor of the gaol, or the records of conviction for crime perpetrated during the past year by children under 14 years of age." I have got no figures with regard to that.

1228. If similar results were experienced in Manchester some diminution of the police force and gaols might be expected?—I have here an extract of a letter

letter from Sheriff-substitute Jameson, of Edinburgh, to Dr. George Bell, secretary to the original industrial schools in Edinburgh; and he says, "It has long been manifest to me that such an institution, adequate to the state of the population, is as much needed in every large town as an infirmary or hospital for the sick, or a gaol for ordinary offenders. No criminal preventive police system will succeed without it, and vagrants and beggars will swarm in our streets notwithstanding increasing poor rates. In this view such schools should be largely supported by a grant from the public funds, or by local assessment. It has been proved that the existing system under which these outcasts run the course of convictions in the police, sheriff, and justiciary courts, is attended with enormous expense, so that the financial or economical argument is as usual all on the side of early religious and moral instruction." I have also a paper which, if it has not been brought under the notice of the Committee, is quite worth its attention; it is an extract from the report of 1850 of the Rev. Mr. Clay, the chaplain of the Preston House of Correction. He gives an estimate of the loss inflicted on the public by the undermentioned pickpockets during their several careers; this is not only the expense of the prosecution and maintenance in gaol, but of robberies that they committed. He investigated the cases of all these individuals, several of whom are of one family, and taking the amount of depredations which he found they had committed during a certain period, and supposing that they had occupied the whole of their time in a similar way, he arrived at the following calculation:—

		£.
Richard Clarke, during a career of	6 years	2,820
John Clarke „	5 „	500
Edward Clarke „	3 „	1,650
Ellen Clarke (or O'Neill) „	2½ „	1,550
John O'Neill „	9 „	1,450
Thomas O'Gar „	6 „	300
James O'Brien „	3½ „	1,400
Thomas M'Giverin „	7 „	1,900
Thomas Kelty „	20 „	8,000
John Flanagan „	14 „	5,800
John Thompson „	5 „	1,800
John Bohanna „	6 „	1,500
G. Shawe „	3 „	600
W. Buckley „	7 „	2,100
Sarah Dickenson „	3 „	630
TOTAL estimated amount of depredations, supposing their whole time had been as profitably employed as that portion of it which had been subjected to investigation	£.	32,000
Deduct for time passed in prison		7,000
		25,000
Add for prison maintenance, cost of prosecutions, &c.		1,500
Cost to the public of 15 pickpockets during their career	£.	26,500

1229. Will you state on what ground you believe that sectarian differences might be more easily overcome in this description of school than in others?—I will address myself first of all to the Protestants; I will leave the Catholics out of the question, and come to them afterwards. My opinion arises from the observation which I have made of the management of these schools. Now with regard to the industrial schools at Manchester, every sect I believe in the town was represented upon the committee; or, at all events, there were several different denominations represented on the committee. The whole affair was conducted with the greatest harmony; whilst I was there I heard of no difference of opinion preventing the perfect working of the school, and the efficient support of it so far as it went. I have had a great deal of conversation with a large number of persons in different parts of the country, and different religious opinions, about these industrial schools, and I find that there is so general, I might almost say a universal opinion of the extreme importance of doing something to raise this lowest class of the population from the degradation in which they are sunk, and such a great desire to avoid creating unnecessary difficulties, and I may add, so little fear of losing, on the part of any sect, any

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converts to their sect by anything which may take place in these industrial schools, that there really seems to me little or no jealousy on the part of the members of different religious bodies as to the religious instruction which is given in these schools. I believe that the members of the Church of England would feel very little jealousy (and there are gentlemen present who can contradict if I am wrong in supposing so) at these poor wretches being taught the belief entertained even by the Independents. I do not believe that the Independents would feel the slightest jealousy of the Church of England Catechism being taught there; but I am quite sure of this, that there is such a general desire to get these children instructed, that all the members of the Protestant denominations would be willing to make almost any arrangement in order to secure that object.

1230. They would not be particular as to the sort of religious instruction that was given there?—No; I may mention how the matter is managed in Manchester. There is religious instruction given in the schools, but care is taken as much as possible to avoid, during school hours, giving anything that should favour the particular tenets of any religious sect, and I believe a condition is made, that on the Sunday the children should go to some place of worship. There were Roman-catholic children in the schools, and they went to their place of worship, and the Protestants went to whatever place of worship they chose; and there really has been no difficulty found, or there was none when I was resident in Manchester, with regard to the religious instruction of these children.

1231. Was the question ever asked on the part of any person connected with these children, when they were brought into the industrial school, what religion they were going to be taught?—I was not one of the managers of the schools; I paid a good deal of attention to them, but I had not the opportunity of knowing that; I believe there is not a great deal of care on that head, on the part of the parents.

1232. Would not the class of persons from whom these children would principally be taken, be very indifferent upon the question?—I think so.

1232.* What is the class of persons from whom these children are taken, and what are their occupations?—If the Committee has not had any evidence on that point, I can give it to them. I have here the report of the Juvenile School of Industry in Manchester, and it states the occupations of the parents of some of the children. One child himself was a beggar, and his mother was a washerwoman; another was a beggar, and his mother a washerwoman; another was a beggar, and his mother was a beggar; another was a beggar, and his father was in prison; another and his mother were both beggars; another was a beggar, and his mother was a charwoman; another was a beggar, and his mother a charwoman; two more of the same description; one child was nothing at all, and his mother was a weaver; another was a beggar, and his parent an umbrella-maker; another a beggar, and his parent a cooper; another a beggar, and his parent a hawker.

1233. Is it your opinion that these industrial schools should be entirely free schools?—Certainly; and it is absolutely necessary.

1234. You would not reach the classes you want to reach, unless they were entirely free?—No.

1235. You think nothing effectual will be done in the way of education, unless a plan is devised that will reach this most destitute class?—I think not; and I think moreover, that if you once reach that destitute class, you will find it will stimulate the education of those above them. It appears to me, that you are beginning at the wrong end, if you educate downwards.

1236. Mr. *W. Fox.*] You have spoken of industrial and ragged schools; do you use the word for the same schools, or do you draw any distinction between them?—I am not aware that there is any distinction between them. There are different kinds of ragged schools; some are ragged schools without being industrial schools; in that case there would be a distinction; but those I have mentioned are all both ragged and industrial.

1237. *Chairman.*] Would there be any difficulty in reconciling Roman-catholics to mixed education in these schools?—I think there would. I think that the Catholics have some reason for jealousy with regard to these schools, and it arises from this: I know that in many cases the ragged schools are really made the engines of proselytism on the part of Protestants, which, I think, it is exceedingly

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exceedingly desirable to avoid; and, in proof that it is so, I will read an extract from the report of the ragged school in Fox-court, Gray's Inn-lane, because, although this is a London report, yet it will affect the Manchester industrial schools, if ever they should be established, because what is done by one member of a religious denomination in one part of the country will, of course, excite jealousy on the part of other religious denominations in other parts of the country. I read an extract from the report of the ragged school, Fox-court, Gray's Inn-lane:—"On the one hand, and close to the building where the schools are conducted, is the place known by the name of the 'Thieves' Kitchen,' lately become so notorious; here the young are taught to steal with dexterity, and initiated into all kinds of wickedness; on the other hand, at but a short distance from these schools, there has been opened a Roman-catholic school, admission free for all the poor in the neighbourhood, the supporters of which use every art and stratagem to get the children into their hands; surely then, when the emissaries of Satan are watching to entrap these poor children and lead them into crimes which will ruin both soul and body, and the enemies of truth are eager to seize upon them, and bring them up in all the superstition and darkness of Popery, should not the disciples of Christ at least equal them in their zeal, and use all the means in their power to counteract these baneful influences?" I do not offer an opinion as to the truth or falsehood of one religious belief over another. I say here is an instance in which the Protestants are evidently making use of the ragged schools as a means of proselytism. I have an extract also from Edward's Mews, Portman-square, ragged school:—"All the machinery of the Popish system has been brought to bear on the population of the district, with a view to counteract the schools, with all the energy and perseverance which Jesuits so well know how to employ. The altar denunciations, the efforts made to force the children to the Catholic school, the refusal of absolution to those who will not withdraw their children from these schools, the incessant exertions which have been made in visiting, exhorting, threatening, and in every way seeking to control the consciences of the poor Irish, sufficiently prove that the opposition alluded to is neither changed in character nor abated in intensity. Some of the children state that they have been taken by the shoulders, as they were going to school, and forced into the Romish school." I have another extract from the report of the Ragged School Union for 1851, which is rather an authoritative body. It holds its meetings in Exeter Hall, and is presided over by Lord Shaftesbury. It states: "One little boy, whom they call the Methodist preacher, has persisted, in spite of sneers and many severe floggings from his father (a bigoted Papist), in kneeling regularly to ask Jesus to bless and take care of him. At first when his father flogged him, and said he would have no Methodist ways there, he waited till all was quiet, and then crept out of bed for the purpose of prayer. His father, impressed by the child's perseverance, does not now interrupt him, but allows him to read his Bible; and when the father argues with him, the child constantly tells him that the Virgin Mary can do nothing for him, and that Jesus alone can save him." The report itself states: "At a time like the present, when the agents of a corrupt church, and the propagators of erroneous doctrines, are straining every nerve to gain proselytes, and striving on every hand, especially among the poor, to shut the Bible and keep the mind in darkness, ignorance, and priestly bondage, the committee appeal for increased help to a Protestant and Bible-loving nation." I merely give those to show what ground there is for a Catholic to feel jealous of these schools as they are at present conducted, and how likely they are to object to mixed education in schools of that character.

1238. How would you meet the difficulty with regard to Catholics?—It appears to me that it may be very easily met; I think that the way in which it should be met is this: That the corporation should have the power to levy a rate for the purpose of establishing industrial schools; that to those schools children of all denominations might be sent, including Catholics, if there was no objection. If the Roman-catholic authorities found or believed that it was injurious to the welfare of the children who had Roman-catholic parents or guardians to be sent to those schools, that they should be at liberty to withdraw the children from the schools, and to receive from the public rates a sum per head equal to the sum per head that each child in the school cost, upon showing that they had given them the same amount of instruction, and the same kind

of instruction that they would have received had they been in schools. Of course without they gave them the instruction it would not be right that they should receive the money from the rates. If they only gave them instruction, and gave them no food, they should not receive the same sum per head that the children cost where both instruction and food were given; but that the Roman-catholics should have the privilege of withdrawing their children from the schools, undertaking to give them instruction, and receive a sum per head equal to what they would have cost in the corporation schools.

1239. Mr. *Christopher.*] Would it not be difficult to ascertain that?—No, not at all. Now in Manchester there is a Vicar-general; I believe he is the head of the Roman-catholic body there. Let any application for the removal of a child from the industrial schools of Manchester come from the Vicar-general, and I apprehend there could be no difficulty in the matter. If he was withdrawn from the schools you could not help it. If he did not receive instruction you could not help it.

1240. Might not that positively be the means of persons, under the pretence of receiving instruction, obtaining food and other necessaries, which, in fact, they would obtain at the expense of the public, and not receive any instruction at all?—No, because there would be the same regulation with regard to the admission of the children to the schools; and it would not be until after the children had been admitted to the schools that there could arise any claim for payment. In the first instance, the children would be taken to the schools.

1241. In the first instance the children might be taken to the schools; then the Vicar-general might object in consequence of the child not receiving what he conceived to be proper instruction, and then the Vicar-general might, if he chose, take that child to a Roman-catholic school, and he might receive there a certain provision for its instruction and its food?—Yes.

1242. But at the same time, according to that view, he might let the child go loose again?—Yes.

1243. Or he might allow it to receive imperfect instruction from its parents?—Yes; but it must be subject to the same kind of inspection that the other children are subjected to.

1244. Do you mean an inspection and examination of what he should receive in the way of instruction, or the mere assurance that he has been instructed in something?—It should not be the mere assurance, it should be ascertained. If I was desired to make a plan for the purpose, I could do it with great ease; but I have merely attempted to indicate.

1245. *Chairman.*] If these industrial schools were established, do you suppose that the class of children they were intended to reach would voluntarily avail themselves of the benefits of these schools?—I do not think they would to a very great extent at first. I think that in order to reach this class of children, something more is necessary; that while you give the corporation the power of establishing industrial schools, you ought also to give to magistrates the power of arresting all vagrants, all children found begging, and of sending them to the industrial schools; and also to commit all juvenile criminals, or all criminals under a certain age, to those industrial schools. That plan has been found to answer very well in Aberdeen, where, I understand, there is a local Act which enables the magistrates to act upon that plan. But I am not quite sure that it is the fact that there is a local Act, or whether the magistrates have extended the law a little; however, that is the way in which they have acted, and they have given orders to the police to take up all children found begging, and to take them to the industrial schools. They have had orders also to tell these children that if they returned the next day they would be received; if not, they would be taken up, if found begging, and taken again to the school, and the consequence has been, that there have been very few children who have deserted.

1246. Mr. *Miles.*] If they go away from school, then they go to prison?—No, I mean taken back to school. If they leave the school to-day, and are found begging to-morrow, they shall be returned again to the school; and it is found in Aberdeen that that prevents many desertions.

1247. Mr. *Christopher.*] Admitting that that is a good regulation, the taking up of children, and the sending them to school by force in that manner, do you really suppose in England generally there would not be an outcry against a proceeding

proceeding of that sort which would appear to violate the liberty of the subject?—Not at all; there is no outcry now; the law allows the magistrates to send them to gaol now, but does not permit them to send them to school. I do not say that this regulation should be extended to any children, but to those only who are committing acts of vagrancy.

1248. *Chairman.*] What is the proposition which you make with regard to these schools?—First of all, that the corporation should have the power, by a bare majority, to establish these schools; secondly, that the magistrates should have the power to commit juvenile vagrants, or juvenile criminals, under a certain age, to them; and thirdly, that the religious difficulties which Roman-catholics have, should be met in the way I have stated, by allowing the Roman-catholics to withdraw the children from the schools, if they please; and in the event of their showing that they have received instruction, the same that they would have received in the industrial schools, that they should be entitled to receive the same sum per head that they would have cost had they been in the industrial schools.

1249. Suppose you had in those schools the Irish system, the Roman-catholics would not object to that, inasmuch as it is very extensively used by them in Ireland?—I apprehend there is a great deal of misapprehension about the Irish schools; I believe, to a very great extent, there are Catholic schools and Protestant schools, and that the education is not so mixed as is generally supposed. I know Catholics who do object strongly to the Irish system.

1250. In fact, they object to the mixed system altogether?—They object to the mixed system altogether.

1251. No arrangement with regard to mixed instruction would reconcile them to educate the Protestant and Catholic in the same room, and by the same master?—I am afraid not. I have had a great deal of conversation with Catholics on the subject, and they tell me that the books that are commonly used, even those of the Irish schools, are of such a nature, that there is a bias, it may be unconsciously, given against Catholic opinions in them.

1252. But the Irish system is extensively adopted by the Catholics?—And I am happy to say that it is extending very much. I am very happy to see it, but still I believe, and know, that there is a great objection to it on the part of many Roman-catholics.

1253. Mr. *W. Fox.*] Do they object to the use of books sanctioned by their own members of the Board?—They do, some of them; many of them.

1254. Is theirs a zeal beyond discretion?—I think so.

1255. Mr. *Miles.*] You thoroughly understand the system that has been adopted in the Manchester ragged schools?—Yes.

1256. Be good enough to state what takes place; go through a day?—I have nothing in print here very exact about it, but I will state it as well as I recollect. At half-past eight in the morning the children come there; I believe they first of all wash, and then have something to eat. They probably play for half an hour, and then they go into school. Some time during the morning they are employed in industrial occupations, such as sorting bristles, teasing hair, making nets, coffee-bags, knife-boards, spice-boxes, and salt-boxes, in which employments many of the children have attained a considerable expertness. The girls are instructed in sewing, and many of them have been able to make frocks, tippets, sleeves, and aprons for themselves, as well as shirts and other articles for the boys. Some profit is derived from the little manufactures carried on there. Then in the middle of the day they have a sort of dinner. There is a small kitchen appended to the building, where they make soup, and the children have soup and bread. I am not sure whether they have any meat. In the afternoon instruction is given in the same way, and also these industrial employments. About five or six o'clock they have a piece of bread given to them, and they are sent home.

1257. *Chairman.*] When do they have the reading and writing, and so forth?—In the morning and afternoon; they do not employ the whole of the morning or the whole of the afternoon in school instruction.

1258. Part of the time is for industrial occupation, and part for the reading and writing?—Yes.

1259. Mr. *Miles.*] You have not stated what part is appropriated to prayer, or to reading the Scriptures?—I am not able to say with sufficient exactness what the hour is, but there is something of that kind.

1260. You know that goes on?—Yes, I do.

1261. Do you know the secular plan that has been recommended to this Committee?—I do.

1262. Supposing the same system carried on in the ragged schools at Manchester that is carried on now, could those children come within that grant?—I think so.

1263. Then prayer would be used, and the Scriptures?—When you say prayer, I am not quite sure about there being any actual prayer, but there is some religious instruction given. As I said before, care is taken not to inculcate the doctrines of any peculiar sect.

1264. You think it quite impracticable, from what you have stated of the occupations of their parents, that any religious instruction should have been given otherwise than in that school?—In the majority of cases, undoubtedly.

1265. And that would apply not only to those who are in the Manchester ragged schools, but to the whole class of children of that description resident in Manchester and the neighbourhood?—That exact class.

1266. *Chairman.*] Still they go to places of worship?—They do while they are in the industrial school; I much doubt whether they do at any other time.

1267. When they come to the industrial school?—Under the secular system they would go to places of worship.

1268. Mr. *W. Fox.*] And to the Sunday schools?—Yes.

1269. Mr. *Miles.*] Can you state whether the ragged school opens with prayer, and that the master, at his own convenience, and of his own choice, reads the Bible to them, and makes remarks which, in his opinion, will not give offence?—I cannot say that he opens it with prayer.

1270. Now you have stated so far as regards the Roman-catholic children; do not the Roman-catholic children form a vast proportion in Manchester of those children who would come under what we call the ragged school children?—They are a large proportion undoubtedly; when I say that, I do not mean to say they are the majority by any means.

1271. But they are a very large proportion?—Yes.

1272. Taking the numbers of the population, the Irish resident in Manchester form a very large proportion?—A very large proportion.

1273. Do not you think that if schools of this description were created, that it would be very easy to form a general committee, so as to see the whole actions of the school carried out, the industrial part of training, and so on, and at the same time to give to the Roman-catholics the power of having, in particular parts of the town in which they locate, Roman-catholic schools, in which their own tenets may be freely inculcated, still keeping the supervision between a mixed committee of Catholics and Protestants?—It would, undoubtedly, be possible. There is much less difficulty in regard to this description of schools than any other.

1274. Do not you think they would ensure that the industrial part and the feeding part should be properly carried out?—I do not think it would more than the plan I propose, because without the inspection was satisfactory, no sum could be claimed for instruction, either industrial or otherwise.

1275. But then it must be almost daily inspection, must it not?—No, I think it might be monthly, or even quarterly; monthly certainly. Without the child was a sufficient length of time in the school, it would be of no use its being subject to inspection at all.

1276. Do you conceive it necessary that these ragged schools should not only be industrial but feeding?—I think so; I think all ragged schools, that are not industrial and feeding, very imperfect; I think that they would be still further improved if there were houses of refuge, if the corporation had power to extend it to lodging and shelter.

1277. Would not your opinion be rather mitigated, if you were informed that even in those places in which ragged schools are established, with only perhaps 1,200 children on the books, with one feeding school containing 40, that there the commitments had decreased from 15 a year, when the schools were first established, to one?—I have not a very strong opinion that in all cases these schools should be made lodging-houses, but I think that it would be exceedingly desirable to give to the corporation the power; in fact, not to limit

limit the corporation, because you cannot suppose that the corporation desires to be a spendthrift in the matter of education. The great difficulty is to get them to spend enough.

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The Rev. *William J. Kennedy*, called in; and Examined.

Rev. *W. J. Kennedy*.

1278. Mr. *Miles.*] WERE you for some time Secretary to the National Society?—Yes, I was, between five and six years.

1279. Since that have you been employed as an inspector of schools?—Yes.

1280. In what district have your labours taken place?—Lancashire, the Isle of Man, and, for two years, Westmoreland and Cumberland also.

1281. Have you not found the progress of education very deficient in those separate counties?—They are rather more advanced, on the whole, in elementary education in Lancashire; there is a different class of schools in Cumberland and Westmoreland.

1282. But as regards the number of the population, which should you take it was more educated, either in Westmoreland, or Cumberland, or in Lancashire?—I inspected very few schools indeed in Westmoreland; I cannot say much on that subject; in fact, elementary education must be backward in the county, on account of the few schools I was called upon to visit. Being very much overtasked, I was only able to visit those schools which made annual demands on the public purse, and, therefore, I saw the best schools in most cases; in Westmoreland there are very few annual demands on the public purse; in Cumberland I visited more schools. The towns are more advanced than the rural districts, upon the whole.

1283. Keeping your remarks confined to Lancashire, what do you conceive to be the state of education in Lancashire?—The question is of a very wide and comprehensive nature. I have a high notion, perhaps, of what may be done, and great hopes of what may eventually be done, and therefore I should say, speaking *positively*, that education is exceedingly defective. But in making my public report on schools, I have never spoken so much with regard to the positive state of schools, as upon their state compared with what they were 15 or 16 years ago. There has been much progress within that time; and therefore I have spoken in rather higher terms perhaps of them than I should, if called upon to speak positively as to what the fact is. There has been a great advance, but education is still very much behind what it may and ought to become.

1284. Is the school room adequate to the attendance of the scholars, generally speaking?—I do not quite understand the nature of the question.

1285. For the number of scholars at the schools, is there sufficient school-room accommodation?—In some places there is; there is no doubt there is not adequate accommodation in the whole of Lancashire for all that is requisite; if all who ought to be at school attended as scholars, they would require more schools.

1286. Confining your remarks to Manchester and its district, do you conceive there is sufficient accommodation in the boroughs of Manchester and Salford?—I should think there is not quite enough, but I should like to see the present schools better filled. There are some schools which are well filled; other schools again are very empty indeed, and the nature of the education which is given in them is not what I hope it will be in the course of a few years.

1287. You have stated that some of the schools are very empty; is that from a want of funds?—Yes, that is the main reason, I have no doubt.

1288. Mr. *W. Fox.*] How would funds bring more children into the schools?—They would get better teachers, for one thing, and have better apparatus; the whole thing would be put on a better footing.

1289. Then you think the poor people so appreciate instruction, that better teachers would draw more scholars?—Yes, it would draw more scholars; I do not mean to say at all that the working classes at present appreciate education as I hope they will do in another generation, far from it; I dare say there are vast numbers now who do not attend school because the parents do not appreciate education, but still to some extent they would appreciate it.

1290. So much that it would improve the school?—Yes.

1291. *Chairman.*] It would be more attractive if education was better?—Yes.

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1292. Mr. *Miles.*] Then, looking at the present state of education, do you think it possible to carry out a good national system from the present independent and private sources?—Quite impossible; I say that, principally from the great experience I had as the secretary of the National Society on that subject; I may be said, for more than five years, to have worked the voluntary system of the Church, and the evidence was quite overwhelming as to the utter impossibility of education on the voluntary system alone ever making the schools of this country what they may become, and what I think they ought to become.

1293. From the want of sufficient funds?—Yes, from the want of sufficient funds.

1294. Do the schoolmasters resorted to, taking the good schoolmasters, have a kind of middle-class pupils?—Yes, they do, sometimes.

1295. Whose parents pay a larger sum than the lower class of pupils?—Yes.

1296. What are the effects of such a system on the lower class of pupils?—They are, I think, injurious. I have never known a case in which it was not injurious. I had my attention particularly directed towards the want of annual funds in schools when the National Society, in 1843, raised a very large fund, 150,000 *l.*, to be expended in the manufacturing and mining districts. That was very much in Lancashire. One of the objects to which the National Society at first resolved to devote those funds was the temporary support of schools. Directly that became known in those districts applications came up; I had to draw up a form in which they stated their case, and the applications were so overwhelming and numerous, so utterly beyond anything that could be effected, that my first recommendation was to abandon any such attempt. There is another gentleman who must be able to give very valuable information on that subject; Mr. Beck, who is the solicitor of the Ironmongers' Company. The Ironmongers' Company have a fund called "Betton's Charity," which amounts to about 5,000 *l.* a year, and which they have to expend in sums of not less than 5 *l.*, and not more than 20 *l* a year, to Church schools, so much to every diocese; and of course he must have received applications from all parts of the country, Lancashire, and Yorkshire, and the manufacturing districts. I have no doubt he would confirm what I say, that the applications for such aid, even 5 *l.*, are overwhelming, and the case made out by the managers of the schools is such as to startle anybody.

1297. Then from these wants of the population which have come under your own notice, are you able to say that though there is a thirst for knowledge generally among the community, yet there are not funds to meet that thirst?—I do not know whether I dare call it a *thirst* for knowledge.

1298. Then, although there is a wish to obtain instruction?—I should say, certainly the funds towards the maintenance of schools throughout the country are neither adequate in amount nor is there a sufficient character of permanence attached to them; they fluctuate, which is very injurious.

1299. With regard to the schools of Lancashire, what, generally speaking, is the religious knowledge of the children when first they come to the schools?—They come, for the most part, as infants, and, of course, they know nothing; their knowledge, generally speaking, is never very great, certainly, even at the best.

1300. Evidently they have not received much parental instruction at home on religious subjects previous to entering the school?—No; I think in the case of the children who attend elementary schools it is in the school, or nowhere, at present, that they must get religious knowledge and training.

1301. Do you conceive that after they have once entered those schools they would receive sufficient instruction, supposing religion was totally excluded from those schools, and such religion as they had to obtain was to be obtained either by half the days in the week, or merely from Sunday instruction?—No, I have no doubt in my own mind that the day school is necessary for the religious instruction as well as the Sunday school. Both week-day and Sunday schools are very useful indeed for imparting religious instruction; and although I cannot speak very highly of the amount of religious knowledge that is obtained in the school, yet still it is very valuable.

1302. Do you conceive, then, that even the Sunday school would be totally inadequate to give that moral and religious instruction which would be necessary to form the character of men?—I think the day school a most valuable auxiliary to the Sunday school for religious instruction, and that it would very much weaken the Sunday schools if it was taken away; I appreciate the Sunday schools as far as they go.

1303. Are

1303. Are they not excessively well attended in Manchester?—Very well indeed in Lancashire generally.

1304. Do not the returns from the gaols show that, as far as the criminal population goes, mere attendance upon Sunday schools has not a very great effect?—I think that is shown to some extent.

1305. Mr. *W. Fox.*] Do not the gaol returns also show that the attendance at day schools has not so marked an effect as might be desired?—I think so, certainly, but I think I know what Mr. Miles refers to; I made a quotation from a Mr. Cassell, who got some evidence on the subject, in which he had obtained information that a vast proportion of the criminals had attended Sunday schools.

1306. Mr. *Miles.*] Do you consider that there are any particular hinderances to education connected with the manufacturing districts?—Yes, I think it has its own difficulties, no doubt.

1307. State the nature of those difficulties, and how you would obviate them?—One of the difficulties no doubt results to some extent from the employment of the juvenile population early in the mills and print works, although in the mills the half-time system is working so well, that I do not lay any very great stress upon that; because, although they only come half the day, yet the regularity of their attendance is so important that I think I find, on comparing them with the other scholars, that the half-timers are not below the others; it ensures their attendance every day for half a day, and I find that that regularity compensates for the want of time. Now, with regard to the print works, where it is only required that they should attend 150 hours in the six months and where they make take those 150 hours whenever they like, and consequently get it at odd times, or cram it in all at once, and are absent for a long period, I find that they are very backward indeed, and are not to be compared to the half-timers. It may be important that that should be noticed too, because I see a recommendation made that the Print Work Acts should be applied to miners by my friend Mr. Tremenheere; if the half-time system could be applied to the mining population, I should value it very much, but I do not put very much store on the 150 hours in six months. Another difficulty results from the extravagant habits of the parents, who often spend too much in drink and dress to be able to pay the school fees.

1308. Mr. *W. Fox.*] Do you think regularity of attendance of primary importance?—Yes.

1309. Mr. *Miles.*] Have you visited schools kept by individuals under the Factory Act, as well as inspected those schools which are kept by other persons, and which the half-time children frequent?—My observation refers to those schools which are frequented by the half-time children.

1310. Do you not suppose that the children under the Factory Act are taken away from the schools too early, before they can be thoroughly grounded in that knowledge which is necessary to them in after life?—Upon the whole, I should say that I do, and I should be very glad to see them kept longer; and my suggestion on the subject would be, that those "young persons," as they then become, and as they are called in the Factory Act, from 13 to 18, should be required to attend evening schools. I should like to see compulsory education extended to that.

1311. Then do you think, to render the elementary instruction as perfect as possible, that it will be necessary to uphold by any Government grant, or by rates, these evening schools?—Of the greatest importance in the manufacturing districts, and the education is quite incomplete without it.

1312. Do you find, where these evening schools are open in Manchester, that there is a considerable influx of scholars?—What experience I have had in regard to evening schools has not been quite satisfactory at present; but I attribute that to their not having proper masters. The evening schools with which I have been acquainted have been taught by persons who have given their services gratuitously, or to a great extent so, and that is not satisfactory. There must be a fresh set of masters; at present there are no funds to pay such persons.

1313. They go to their work perfectly exhausted in the evening, and scarcely able to attend to the requisite instructions?—A master who has kept a day-school for six hours would be too tired to give proper instruction in an evening school.

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1314. You see by the Bill before Parliament that it contemplates evening schools?—Yes, I do; that is one most important feature of it.

1315. State, under your authority, what you think would be the best method of establishing those schools?—Yes; what is required is a proper race of masters for them; the present masters who conduct the day schools are too much tired with their work to be able to conduct the evening schools; and it ought not to be required of them. A separate staff of masters will be requisite; but there is no adequate source of funds at present to remunerate them. The existing rooms might be furnished, and lent for the purpose of the evening schools. I do not see much difficulty in regard to procuring the rooms. The Committee of the Privy Council on Education would help towards furnishing the books and apparatus; but the great want, I say, is that of masters, and an adequate stipend for them.

1316. Do you conceive that that must be paid by a Government grant, or by a municipal rate?—I think the masters would have to be paid, in part at least, out of a municipal rate; but I am not satisfied at present that they can find the masters. A good race of masters is specially required, because they require to be taught higher subjects. Mathematics, music, and drawing are perhaps the principal subjects; besides grammar, geography, and history, in the higher branches. It requires a good race of masters, which at present is not forthcoming in sufficient numbers.

1317. Then it must be a person who has a certificate of merit to carry on such a school as this?—A person who possesses at least the knowledge that a certificated master does.

1318. About what would be the expense which you would put the master's salary down at, to pay him well, and to keep him established in the situation?—I think the master who kept the evening school might be employed to some extent in the morning; and therefore part of his income might be derived from some employment in the morning. But, in addition to what he could get by his morning labours, he ought to have 70 *l.* a year for the evening school. Of course such a master ought to have an income of certainly not less than 100 *l.* a year. I think it ought to be more.

1319. Mr. *Fox.*] Is there not a good deal of mental culture going on among the young persons in Lancashire, in connexion with mutual instruction societies, and mechanics' institutions, and establishments of that sort?—As far as my knowledge of such institutions goes, I regard them as failing to do any great amount of good.

1320. They have not come directly under your notice as inspector?—No; I do not think, as far as my experience goes, that they are kept up with sufficient vigour.

1321. Mr. *K. Seymer.*] Do you think it would be right to compel young persons who have been working in factories in the day to attend evening school?—When I made that suggestion I did not say that it was a thing I had made up my mind about, but it was a thing that appeared desirable.

1322. You used the word "compulsory;" will you state your opinion, if you have formed one, as to the actual compulsion with reference to attending such schools?—I think I should be inclined to say now, that I am in favour of such a compulsion.

1323. Mr. *Miles.*] Precisely the same compulsion that acts now on children between eight and 13?—Yes, they should be required to attend for a certain time at the evening school.

1324. Do you think the manufacturing poor at all appreciate education generally?—Not to the fullest extent to which it is desirable, and to that I attribute the non-attendance of vast numbers of children.

1325. Not from any want of means?—In some cases from want of means. I do not think to any very great extent from want of means; in fact, I have made much inquiry on that subject, and I do not see how it can be, when I find how many people are employed, and what the wages are that they are getting.

1326. Then if free schools were established, probably you think the same indifference would be shown as now?—I am afraid it would be by great numbers; but, at the same time, a free school, again, would be a reason for putting some compulsion upon their going to school. You could then say to them, "You are now at no expense; you have no excuse on the ground of want

of

of funds for not going; therefore if you do not go, you must submit to such and such a penalty." That seems to be the argument in favour of free schools.

1327. Then are you ready to adopt the principle of compulsion immediately, supposing free schools be adopted?—It appears to me if free schools are adopted, that some semi-compulsion of that kind might well be adopted.

1328. Mr. *W. Fox.*] Should you think regularity of attendance a reasonable condition upon enjoying the advantages of the schools?—I meant more than that; I meant I would punish the parent, to some extent, for not sending his child.

1329. Mr. *Miles.*] Do you think that that would be generally approved of throughout the country?—I hope it would in time.

1330. Would it not, in a certain way, take away the right of the parent to do what he pleased with his children?—Only to a limited extent; he might send it to what school he liked; he must make his choice of one; I would put no restriction on that.

1331. But still if these free schools were established, you would recommend that he should be subjected to a penalty unless he sent his children to school?—I think I would. The parent might be fined; or, a certain amount of knowledge in a boy might be required as a condition in every indenture of apprenticeship.

1332. Mr. *K. Seymer.*] To what class of parents would you apply that rule?—I do not know that I would exempt any.

1333. *Chairman.*] You spoke of religious instruction as being a very valuable part of education in those schools; what sort of religious instruction; do you refer to any particular form?—I should think that the absence of any religious instruction, and the not being allowed to give it, would be particularly objectionable, and a very great pity.

1334. Do you speak of religious instruction generally?—Where the master's tongue is restricted on such subjects, and he is not able to speak on them, he is often prevented from doing a vast amount of good, therefore I should be sorry to see any such restriction put.

1335. With reference to a national or general system of schools, is it your view that religious instruction should not be confined to any one form of religion, or would you have religious instruction of various kinds?—The widest possible scope, and the most perfect freedom of conscience that can possibly be given; I have ever been in favour of it. I would coerce no sect, and would protect and help all.

1336. Would you have schools supported to teach all forms of religion?—I think a distinction may be drawn; I should give a very wide latitude indeed; I would not admit all forms, because I think that possibly some things might be called religion which the State might fairly object to aid.

1337. We frequently hear the necessity of religious instruction dwelt upon, but can you give a definition of what is meant by religious instruction; is it instruction in some one religion, or is it instruction in any kind of religion that the parties may wish; a sort of general recognition that some religion must be taught, without reference to the greater importance of one than another?—I think there is a public opinion in this country which would see where to put the limit as to what may be called religion. A person might say he was teaching religion when he might be teaching irreligion and infidelity. It is very possible for public opinion to put a check on that, and we should practically see what forms of religion might fairly be considered forms of religion or not. Then, I think the best system is certainly that each religious body should teach its own tenets in the school, as far as is compatible with getting funds from a rate and from a Parliamentary grant for the adequate maintenance of the school.

1338. Then would your opinion be, that every religious body, which is admitted to be a religious body, as it were, should be at liberty to teach its own tenets in the schools?—I think that would be the best possible plan; but, at the same time, if that is incompatible with getting adequate funds for the maintenance of the schools, some compromise must be made.

1339. Would not every school on that system be exclusive of somebody; there could be no common school on that plan?—In towns I see no difficulty on that subject, because there I hope every religious body will have its own

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schools; the Church of England will have schools, the Roman-catholics theirs, and all the various dissenting bodies will have theirs too.

1340. Would it not be a very inconvenient plan, unless the population were distributed, as it were, through a locality, according to their different religions, to have each school a sectarian shool, inasmuch as if the population were mixed, the Protestant, for instance, might be residing a long way from the Protestant school, because he might happen to be residing in a district where a Catholic school was established?—There may be some little inconvenience resulting from that, but that I apprehend to be very trifling, compared with certain other great facts, namely, that the system which I speak of is already existing, and could not be very easily upset.

1341. Did you not state that that system was very defective?—I said, and I meant, that the religion taught in schools was not so great as could be desired.

1342. You stated that the quality of instruction in day schools was bad?—I am not aware that I used the word "bad;" I do not think I did.

1343. You spoke of the quantity not being what you could desire?—Not all I could desire, certainly; far from it.

1344. Can a system of education which is based, first of all, upon voluntary subscriptions of persons of property, meet the case of those districts inhabited principally by poor persons, in which there may not be resident persons of property willing to subscribe?—I do not think that a mere voluntary system is sufficient.

1345. Is the plan that you are in favour of, adding to the subscriptions of voluntary bodies something from the public funds, thus resting all upon the first subscriptions of these voluntary bodies?—I think, in any great national system of that kind, exceptions might be made for the case of very destitute districts, and that extra and special help might be given.

1346. Then you would not object to money being given where there had been no voluntary subscriptions at all, in case the circumstances required it?—No.

1347. Now, in the case, for instance, of a rural parish, where all the land might be owned by a Roman-catholic proprietor, but where the resident population might be Protestant, and where the rector might be desirous of establishing a school, and not be able to get subscriptions from the proprietor, would you, in that case, be willing to devote money, or to give a rate, or in any way to render assistance to the school?—I should have but little doubt that in such a case as that the funds would be forthcoming; in fact, I know that it is so. I might take the parish of Alton Towers, in Staffordshire, Lord Shrewsbury's parish, where the precise case occurred. Lord Shrewsbury owned all the land in the parish except one little corner, but that little corner was got hold of by the Protestant population, and they built an excellent school-house, and established a flourishing school.

1348. Where did the money come from?—Partly from the National Society, and partly from the voluntary contributions of individuals who attended to the case, and partly from the Committee of Council on Education.

1349. Mr. *K. Seymer.*] If you were obliged to establish a school in a district where no local subscriptions were raised, on what religious principle would you establish the school?—I cannot give an answer at once to that question easily. I may certainly answer the question so far as to say that if it is a question between no school, and what is called a secular school, I am most decidedly in favour of a secular school. But it is as a national system that I think the "secular" scheme, on two main grounds, besides others, unwise and impracticable. One is, that you could not upset the existing schools, and, therefore, it never could become a national system; and, in the next place, I think that if the attempt were made, the feeling of the country at large, in which I have had some considerable experience, is very much against it, and that all would work against it, and work towards the religious system, namely, the schools connected with the religious congregations. I even think it is found so in Ireland, where, under the most favourable circumstances, an attempt was made to get what are called mixed schools, which, even there, have worked towards an exclusive system. Where the master was a Roman-catholic, and there was a very large majority of Roman-catholics attending the school, Protestants, in very many cases, there leave off, and do not attend the school at all, and a separate school is

is established by the Protestant rector of the parish; and so, on the other hand, where there is a majority of Protestants attending the school, and there is a Protestant master, there the Roman-catholics are dissatisfied, and set up other schools. If that so works in Ireland, as I believe it does to a great extent, it would be still far more so in this country.

1350. Do you believe if such a district as the question referred to were pointed out, that some religious body would step in to supply the deficiency of subscriptions which would entitle them to the support of Government?—Yes, I think eventually that will get itself done everywhere, though not so fast as I could wish, certainly.

1351. *Chairman.*] When you spoke of upsetting the present system, might it not be possible to give assistance to the present system of denominational schools upon certain conditions, namely, that if they received the assistance of a rate, that they should separate the religious from the secular instruction, and merely be paid for the secular instruction which they afford pupils?—I will not say that it would be *impossible*, but I have never seen any plan suggested for it which I thought would work.

1352. There seems to be a strong objection amongst religious bodies, not only to the absence of religious instruction from education, but also to the support indiscriminately of all kinds of religious teaching; many of the religious bodies have quite as strong an objection to that indiscriminate supporting of all religions as they have to anything else; how can that objection be got over, if the plan that every school shall be a denominational school shall be adhered to?—That is a difficulty which no doubt cannot be got over, but I have a strong belief that the body is very small that hold those opinions, which to me are unintelligible.

1353. Can it be a matter of indifference to the religious man, under strong convictions that he is being rated, for instance, for the Jewish religion?—Yes, I think it may be. I hope I have a strong religious conviction, but I do not entertain that feeling. I regard them as citizens of the country, and, as such, I will help them in such a way as they will allow me to help them. But, after all, it is not the individual who gives the help, but the State. The individual pays to the State, and the State helps all her citizens. I cannot act upon the system of investing the State with the conscience of an individual.

1354. Does not that lead you gradually to the admission of the principle of the endowment of all religions?—I have no objection to that.

1355. Mr. *Miles.*] Do you not think that if the secular system had been taken up by the country, schools would have been largely established throughout the country on a secular basis?—No, I do not think they would; I do not think schools would have been established throughout the country on a secular basis by voluntary efforts.

1356. If the secular system had been taken up by the country as the best system, do you not conceive that a number of schools would have been scattered throughout the country founded upon that system?—If it had been generally taken up, no doubt; originally no such schools emanated from any such view of the question; all the schools emanated from a religious feeling.

1357. Consequently, if we have now comparatively few, or almost none, of the schools established on the secular system, have we not reason to believe that what is called the denominational system has taken hold of the affections of the people of England?—Undoubtedly; unquestionably.

1358. Mr. *W. Fox.*] Is there not this great evil in denominational schools, that they prevent any graduated system of schools in the district?—It is a point which has never occurred to me before; it is a new point to my mind. There may be some objection of that kind which is valid, possibly.

1359. Do not denominational schools evidently tend to keep all schools down to an elementary level?—I think they are kept down to an elementary level by the age at which the children necessarily leave the school. I think if you get these schools of which I was speaking established, at which the children attend from 13 to 18, that you will also get your higher schools.

1360. Mr. *Miles.*] Even there it would be impossible to adopt such a system in the country districts; would you not interfere entirely then with the labour of the poorer classes by the compulsory attendance at evening schools?—The evening schools have more reference to the manufacturing and mining districts;

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districts; it was only with reference to them that I spoke of the evening schools, although I think that something might be done in rural districts.

1361. But with the wages now received by labourers in the country, is it not one of their great objects to get their children out to service as soon as possible, so as to add something to the funds of the family for their general maintenance?—Undoubtedly.

1362. And that is one of the great causes which prevents education proceeding to the length which it otherwise would do?—I cannot doubt that it is; in fact, I know it is.

1363. *Chairman.*] Is it not sometimes the case, in rural parishes, that a subscription is raised and a school established, and then it is left afterwards to shift for itself very much, and the clergyman finds it upon his hands, and he is very likely unable to collect a sufficient annual amount to keep it alive, or, at any rate, to keep it in a successful state?—Certainly.

1364. Do you think there would be any objection, therefore, in those parishes, instead of levying contributions to be got in in this sort of irregular way, to support the school by a rate over the property of the parish?—I am entirely in favour of the principle of a rate, and have been for many years.

1365. Do you think there would be great difficulty in getting the clergy and the generality of the parishes of the kingdom to agree to such a system?—That I am not able to give an opinion upon.

1366. If it be insisted on that the school should be a religious school, that is, a denominational school, would not this difficulty arise, as in the case of Lord Shrewsbury, that you would have had at Alton Towers to rate Lord Shrewsbury for the support of a Protestant school. If it had been a secular school, Lord Shrewsbury might not have had the same objection as he might have if he had been rated to the support of a school to train the people in the doctrines and principles of the Church of England?—There may be here and there a difficulty and objection of that kind, but those insulated cases are not to be compared with the vast number of cases, in which the opposite feeling is felt.

1367. You have said, that rather than do nothing, if this plan of having a general system of religious schools failed, you would have no objection to secular schools; that you would rather have them than nothing?—If the question was between no schools at all, and what is meant by the secular schools, I should be in favour of the secular schools.

1368. Therefore, if the difficulty proved insurmountable in the way of establishing in this country a general system of well-supported denominational schools, you would then take refuge in the secular system?—I would.

1369. Mr. *Miles.*] With your knowledge, do you fancy there are any difficulties in the way of providing good denominational schools throughout the whole kingdom?—I think that eventually it will get itself done, slowly, but still that it will be done, and effectually, and upon a much better system than the secular plan ever could accomplish.

1370. Sir *G. Grey.*] Do you think that the adoption of a system of secular schools would remove the objection to rating, or would there not, in fact, be many persons who would object to rating for the support of secular schools?—They would have their objections too, no doubt, because they would regard the secular schools as irreligious schools, and they would think where nothing was taught, weeds would be springing up of an injurious nature.

1371. Therefore, although you are in favour of rating, you see objections to its application, arising from both those sources?—Yes.

1372. *Chairman.*] Do you see any objection now, in the country parishes, to separating the religious from the secular instruction, so that the day schools should be considered as strictly secular, but that, at the same time, the clergyman should have it in his power, and should have time and place allotted for attention to the religious instruction of the children?—I think that if we could avoid that, we shall be doing well. I may mention, among other reasons,—the reasons would be very numerous if I had to give an opinion in writing,—one is the race of masters, and where those masters are to be trained.

1373. I am speaking of the country parishes, where you have resident clergymen?—How are such schools to be furnished with masters? how is the master to be trained? Is he to have no religious opinions? because that, I should apprehend, would be the best kind of master for such a school.

1374. Mr.

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1374. Mr. *W. Fox.*] It is stated in the Irish reports, that in some of the schools the master is a Roman-catholic, one teacher is an Episcopalian, and another teacher is a Presbyterian, and these several teachers take charge of the religious instruction of the united Irish; would that be impracticable in England?—It would be a curious happy family mixed up.

1375. Are you aware that it exists in many schools in Ireland?—Perhaps in some of the large schools; I do not think it is the best possible plan.

1376. *Chairman.*] You think there would be strong objection in the country to the establishment of secular schools; would not that objection be in some measure removed, by it being considered that there is already set apart for religious instruction in this country very large funds; and in respect to the teaching the children the doctrines and discipline of the Church of England, surely as far as the rural parishes are concerned, the clergyman of every parish might, consistently with his other duties, devote some portion of his time to that?—I do not think that the religious instruction of the children in the schools should rest on the clergyman; I think it must devolve upon the master, if it is to be done properly; that we must have a body of masters who can do it. I think the clergyman has other duties to attend to, which prevent him doing that efficiently.

1377. Do you really consider that there should be a positive course of theology gone through by small children in rural parishes; is it not sufficient to give them general views, and to impress them with the solemnity of their faith, without trying to teach little children difficult doctrines?—It comes to be rather an important question which you have asked me, because it touches on the basis of all belief. Belief is a much more intuitive thing than is commonly supposed. I think that it should be inculcated in early childhood; that not only the subjective, but also the objective truths of religion, to a great extent, are intuitive, and that we cannot teach them too early. I do not say that they are innate in the mind, but I believe that they are connate, and grow up with the mind, and that you cannot teach them too early.

1378. There is a system of instruction going on, which is assisted under the Minutes of Council, which excludes all doctrinal religious teaching, and in which there is nothing but the reading of the Scriptures, without note or comment, in the authorised version; now, if the master is not allowed to give the slightest explanation of any passage, but children are to be permitted merely to read the Scriptures, do you call that religious instruction?—It is certainly at the minimum.

1379. Are you aware that the secular system, as it is called, does not exclude the reading of the Bible as a school book; that if the committee of management are of opinion that it may with propriety be introduced, there is no prohibition; are you aware that that is a provision of the secular plan?—I am not one that would attach the same amount of value which some excellent persons would to the mere reading of the Scriptures.

1380. Is there, after all, any great difference between this bare reading of the Scriptures without note or comment and the secular system of instruction?—As you press me upon that point, my own private opinion is, although I may perhaps, offend the notions of some persons by giving utterance to it, that there is not much difference between the two.

1381. Is it, therefore, worth while to stand out for such a form as that, namely, the reading of the Scriptures without note or comment in the authorised version, if the effect of standing out for that condition is to render a plan for the establishing of schools nugatory by excluding Catholics and others from its benefits?—I quite agree with you; I do not think it would be worth standing out for at all.

1382. Mr. *Miles.*] There is this difference, that in the one case of the British and Foreign schools, the Scriptures must be read; in the other case, in the secular schools, it is permissive, and only at the discretion of the committee?—I am aware of that difference; but still, as regards the bare reading of the Scriptures as a formal lesson, where no comment is made on the subject, and no good is extracted from it, no moral or religious good in the shape of explanation, I do not think much of it.

1383. Sir *G. Grey.*] But, probably, a large number of persons in rural parishes, who would object to a rate applicable to the support of merely secular schools, would also object to a rate applicable to schools where the only religious

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instruction that was given was the reading of the Scriptures without any other teaching?—I should think so.

1384. But the mere introduction of the Scriptures, as a book to be read, would not remove their objection to such schools?—It would not give satisfaction; it would not give me satisfaction.

1385. Mr. *Miles.*] Do you quite understand the scheme of the Manchester and Salford Education Bill?—It is two years since I read the Bill, but I think I know all about it.

1386. And since that you have read the Government Education Bill?—I have read Lord John Russell's Bill.

1387. Have you sufficient recollection of the first to be able to compare the two, and to state which you think would work most efficiently and most for the benefit of the country?—My own feeling between the two is in favour of Lord John Russell's Bill, for one or two reasons: in the first place, there were details in the Manchester and Salford Local Bill to which I objected, but their main feature I approved of, namely, the attempting to obtain adequate funds for the maintenance of schools, by making as little alteration as possible in the management of schools. That is just the problem which I said in my first report that I thought Government had to solve. If I was to choose between the two I should choose Lord John Russell's, because it does not introduce many things which I thought objectionable in the local Bill. I also incline to prefer the keeping the payments by the children to an entirely free system of schools. I think some payment by the parents more valuable than an entirely free school, on every ground except one, which I mentioned some time ago, namely, that where your schools were entirely free, you might introduce some semi-compulsion on the parents to send the children to school.

1388. Mr. *W. Fox.*] Do you think that a system of payment by or for the children could fairly be combined with a rating system?—I think I understand your objection; that it would be very hard that they should both pay the rate and also have to pay for their own children's education.

1389. Precisely?—Yes, I think it might; it would only fall in a small degree on those who send their children to these schools; moreover, the hardship (if there were any) might be obviated by free exhibitions to those to whom it was a hardship.

1390. Mr. *Miles.*] Is not a certain education valued more, if it is paid for, than a perfectly free education?—It is a good thing for the parents themselves; if they make some payment, or some little sacrifice, it is good for them; they look, too, after the children going to school more than if there was no payment.

1391. And looking to the immense population of paupers that there are in Manchester, and the great number of children, as we understand, of those paupers who are running about the streets, do you not think it a very good plan that they should obtain their education out of the rates?—That clause I consider invaluable; it is a clause which I have had in my eye for years. It has now been introduced; there are some 300,000 or 400,000 children in Great Britain, I believe, who will be brought into the schools by that clause, who were running about or remaining at home.

1392. With this payment of 2*d.* per week by the guardians of the poor, do you not think we should go down to the lower classes, who are now uneducated, and so be doing an exceeding benefit to the community?—I think that clause invaluable.

1393. Would you make the attendance of such children so paid for out of the rates compulsory?—I would.

1394. Have you at all turned in your mind the machinery by which you would do that?—In former years I have, by which I would get the attendance of those children. I have always thought there should be a kind of relieving officer for the education of the poor, as there is for feeding them; and that we should go into the highways and hedges, as far as we can, to lay hold of such children, and send them to school. Those children of the out-door paupers are the children who have not been in schools; now I hope we shall get them by means of this clause.

1395. Sir. *G. Grey.*] You have not quite explained how you would enforce the attendance of the children?—I would make it a condition of out-door relief to the parent.

1396. The

1396. The parent should only be entitled to relief upon condition of sending the child to school?—Yes.

1397. Mr. *Miles.*] Probably you would hold out this inducement, that the payment from the parent should not be lessened, but the payment should be increased, by so many children paying 2 *d.* for their education?—Yes, by an *additional* payment; I never contemplated anything else.

1398. Do you conceive that that, together with the notice that if these children were not sent to school, the parents receiving out-door relief would be ordered to be inmates of the poorhouse, as the only means by which they should hereafter receive relief, would be sufficient?—I think it would be.

1399. Sir *G. Grey.*] Would you apply the principle of compulsion to any other cases than those of children of parents receiving parish relief?—I think not in the present state of education; not at present.

1400. Mr. *Miles.*] Going a little lower down in the classes of society, will you turn your attention to ragged schools; have you given much attention to the ragged schools, and the system now generally adopted in ragged schools?—No, I have not.

1401. Do you think them necessary in such a community as this, in large towns?—I believe, at present, the ragged schools are doing good, but I hope they are merely temporary schools. I recollect that I wished, when those schools were first established, to give that name to them, when the question was being discussed.

1402. Would it not be necessary to have a lower class of masters in those ragged schools, than the class of masters you put to your first schools, as recommended by the Committee of the Privy Council on Education?—Yes, the same intellectual qualification would not, I think, be required in such schools.

1403. Do you think it would be necessary that these schools should be assisted in any way by an advance from the Committee of the Privy Council on Education?—I have not thought upon that point; I do not think I should be in favour of assisting them; I look on them only as temporary schools.

1404. Sir *G. Grey.*] What do you mean by temporary; do you mean that they will cease to be required when any new plan for the promotion of education is introduced, or that without the introduction of any new plan, children will find their way to other schools?—I think when increased assistance is given towards the maintenance of schools, they will find their way to other schools.

1405. Supposing one rate should be established for the support of schools, do you think that those ragged schools would then be merely temporary, or would the necessity for them continue as great as it is now?—Yes, I think the condition of the population is improving generally; at all events there will be no necessity for such schools.

1406. Do you think the children will all be able to find their way to schools where weekly payments will be required of them?—Yes; the only required payment is put as low as a penny in the Bill Lord John Russell has introduced. I think all parties, except those who are receiving out-door relief, may be expected to pay the penny.

1407. Now, in that Bill, is it not contemplated that a portion of the payment will be made from the rates, and that the rate will, in fact, go in diminution of the payment required from the people; assuming the case that no such Bill was to pass, would you consider, owing to the improved condition of the people, or any other cause, that the ragged schools would become unnecessary, or only temporary?—I have strong hopes that they will; I do not see much prospect of it at present. But this fact has come across me, that many of the children, after having attended ragged schools, have passed on to the higher schools.

1408. Where payments are required from them?—Where payments are required from them.

1409. Are you able to state, from your knowledge of the fact, whether the influence of the ragged school tells upon the parents of the children who go there, so as to make them more desirous that their children should receive education, and be more willing to pay for it?—I should conjecture it did; I cannot say more.

1410. Mr. *Miles.*] Have you ever seen a report, signed by the chief constable of Salford?—Yes.

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1411. Are you aware that he points out, from direct inquiry, 1,111 of the children of the school whose parents cannot possibly pay?—That amount is larger than I should have expected.

1412. If that is true, you would have very little hope of their being enabled, unless there was a great alteration in trade, of their taking advantage of the Government plan by paying a penny?—I am inclined to doubt the fact.

1413. Have you seen any report from the Ragged School Union in London?—I am not aware of having read any.

1414. Are you aware of the immense number of outcast children that are gathered together by private benevolence for educational purposes in London?—Yes.

1415. Still your hope is, if a regular national system is once established, that that national system, even although calling for a payment, supposing the Bill to pass, would eventually gather together all these children for the purpose of education?—Yes, I hope so.

1416. There is a clause in the Education Bill proposed by Government, relative to what may be called primary schools, containing children under six years of age; do you think that clause is sufficient?—It states here what are to be the qualifications of the schools which will be admitted to participation of rates, for children under six years of age; the master or mistress is to certify that the general instruction of the children includes reading, writing, arithmetic, English grammar, and the elements of geography, and English history; and in the case of the girls' school, plain needlework; not one word is said about religious instruction. Do you not think it is necessary, in schools containing children under six years of age, that elementary religious instruction should be given?—I find, in fact, that it is given in every such school I visit. I very often question children under six years of age on their knowledge of Scripture history, and many of them have a very fair knowledge.

1417. May it not be inferred from your evidence, that you are of opinion the inculcation of the Christian religion cannot be given too early?—I am of that opinion.

Leonard Horner, Esq., called in; and Examined.

L. Horner, Esq.

1418. Mr. *Miles.*] ARE you an Inspector of Factories?—Yes.

1419. Do you inspect the factories yourself, or do the sub-inspectors inspect them?—I inspect as much as I can myself, and I have five gentlemen who assist me as sub-inspectors.

1420. Where have your labours been principally?—Lancashire, and part of the West Riding of Yorkshire and the four northern counties.

1421. Sir *G. Grey.*] Are you thoroughly well acquainted with the factories in Manchester?—I have been inspector of the factories in Manchester since 1836.

1422. Mr. *Miles.*] It is necessary under the Factory Act that a child under 13 years of age should receive a certificate of having attended school a certain number of hours in the week?—Every child between eight and 13 years of age must produce a schoolmaster's certificate of having attended three hours daily for five days in the week.

1423. Who certifies to the fact?—The schoolmaster.

1424. Does the inspector visit?—The factories regularly.

1425. Does he at all attend to the system of instruction given?—The power of the inspector with regard to the quality of instruction is almost nothing. With the leave of the Committee, I will read that part of the Act which defines the power of the inspector. By section 39 of the 7th of Victoria, chapter 15. it is stated, "If an inspector, on his personal examination, or on the report of a sub-inspector, shall be of opinion that any schoolmaster who grants certificates of the school attendance of children employed in a factory is unfit to instruct children by reason of his incapacity to teach them to read and write, from his gross ignorance, or from his not having the books and materials necessary to teach them reading and writing, or because of his immoral conduct, or his continued neglect to fill up and sign the certificate of school attendance required by this Act, the inspector of the district may annul any certificate granted by such disqualified schoolmaster." Now that was an improvement, limited as it is, on the former Act. I had frequently met with certificates from schoolmasters

masters signed with a cross, and when this Act was in preparation I strongly represented the desirableness of the inspectors having some power over the quality of the instruction given, and the enactment I have read was all that was conceded, with the exception of this;—it is stated in the schedule that "The time when each child attends school shall be stated, in a column for each day, in the handwriting of the schoolmaster, and no certificate shall be valid unless the schoolmaster shall in his own handwriting subscribe to it his Christian and surname in full." What I have now read contains the whole power of the inspectors with regard to any control over the quality of the instruction given.

1426. So that, practically speaking, he seems to have scarcely any control whatever?—I conceive, practically none.

1427. Actually, it is a certificate of the schoolmaster, countersigned by the inspector of factories?—Not countersigned, but exhibited to him.

1428. Sir *G. Grey.*] What is the date of the last Act which gave the power of receiving a certificate coming from a schoolmaster, however qualified?—The 7th Victoria, chapter 15.

1429. Now, have you ever known that power exercised in Manchester; have you, or any of your sub-inspectors, ever refused to accept the factory certificate, signed by the schoolmaster, since that Act was passed?—I have never had occasion to annul the certificate of a schoolmaster from such gross ignorance as to be unable to teach reading; but I have, in a case where they had not the materials for teaching writing. That was the only ground of interference; but I have also annulled a certificate in the case of immoral conduct of a schoolmaster by his having signed a false certificate.

1430. *Chairman.*] The inspector has no power to ascertain whether the children learn to read or write, or have learned to read or write; all he can do is to ascertain that there has been school attendance?—None whatever. The attendance within four walls of a room called a school seems to justify the schoolmaster in granting a certificate of school attendance.

1431. Then there is no security that anything is taught, after all?—None at all.

1432. Mr. *Miles.*] Then, if this has been stated relative to the factory schools, from your evidence it is perfectly true that the schools are singularly irregular as to their merits and qualifications; some of them are very good, and some of them are merely establishments to enable proprietors to say that they comply with the conditions of the Act of Parliament; it is entirely an unconditional system, and is, at present, the only national system of education we have; this is stated by Mr. Bazley?—I believe I have stated in one of my reports something very analogous to that. I have brought my reports to lay before the Committee. In my Report for the half year ending 30th April 1851, I entered pretty fully into the state of the schools attended by factory children. With reference to what was stated in the question, I gave an account of 427 schools attended by factory children.

1433. Sir *G. Grey.*] In Manchester, or your district generally?—In my district.

1434. Are you able to state how many of those are in Manchester?—No, it is not stated in this report; but I should observe, with regard to Manchester, that, comparatively speaking, there are few children employed in Manchester, with the exception of the fine mills; the piecers are generally above 13 years of age. The number of children who are employed in factories is more in the country districts and smaller towns than in Manchester itself. "On a review of the above summary, we find the melancholy facts that out of the 427 schools, 76 only (that is not so much as one-fifth) are good efficient schools; that 26 more are only tolerably good; that 146 are considerably inferior to these last; that 112 are so low in quality, that the term 'indifferent' is better than they deserve; and that 66 are not only of no value, but positively mischievous, as deceptions, and a fraud upon the poor ignorant parents who pay the school fees."

1435. Mr. *Miles.*] Having read that passage from your own publication, and your attention having been called to the evidence given by Mr. Bazley before this Committee, do you not think that the whole system of factory education, as under the factory law, requires revision?—I have no doubt of it, and the more so when I see the good effect it has produced where there are good schools: these are most marked, not only as regards the benefit the children

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derive, but as to the effect on the parents, who, when there are good schools, show no indifference to send their children to them in those districts. I may mention what I have stated in my report of 30 April 1851 as a proof of what may be done in a good school; I do not speak exactly to the number of pupil teachers, but from inquiry I have made, out of 65 I think there were 28 who derived the whole of the education which enabled them to pass the strict examination of pupil teachers when working as half-timers.

1436. Sir *G. Grey.*] Are these schools generally attached to the factories, or are they schools existing in the place where the factory is, and which the children attend?—General schools; both Church and British schools.

1437. Are there not cases in which the owners of factories have established schools, and very efficient ones in many cases?—A few; not many.

1438. Are there not such cases in Manchester?—I think in Manchester there are about three or four.

1439. At Leeds?—Leeds is not in my district.

1440. Mr. *Cobden.*] But there are many more in the Manchester district, are there not?—Yes; I have stated their number in my report.

1441. Sir *G. Grey.*] Have you not occasionally called the attention of the Secretary of State in your reports to the efficiency of schools established by owners of factories, for the education of children employed in those factories within your district?—Certainly; of the 427 throughout my district, there are 52 schools established by the owners of factories and print-works.

1442. With reference to the classification you read just now of the schools, those schools would be included in some of the best, instead of the worst?—Yes, some of the best.

1443. Are you aware of the nature of the religious instruction given in those schools established by owners of factories?—Inasmuch as I have no power of interfering or giving any directions, and having no control whatever, I have not thought it my duty to inquire into those points.

1444. Are you aware whether in those schools that you have alluded to as having been established by owners of factories, the children of different religious denominations are educated together in the same school?—I believe so.

1445. Are you aware whether those children of different denominations, being educated together in the same school, religious instruction is given?—I believe that so far as the reading of the Scriptures is considered to be religious education, they are read in most of those schools established by factory owners.

1446. But no specific religious instruction, comprising the tenets of a particular church or denomination?—No.

1447. Mr. *Miles.*] Are you acquainted with Mr. Bazley's school?—Yes, I am.

1448. That is conducted on what is termed the secular system?—I believe it is generally on the plan of the British schools, if I am not mistaken.

1449. It has been stated that the Bible is read in that school?—Yes, I believe so.

1450. Is that school well conducted?—Admirably so.

1451. Have you had any conversation with Mr. Bazley on the subject?—Very often.

1452. Do you conceive from the evidence given by Mr. Bazley, that he had himself misconceived some statement you made on the subject of factory schools; is that so?—Accidentally calling as a friend on Mr. Entwisle, he said, "I have received a copy of Mr. Bazley's evidence before the Education Committee, and he states something with regard to your opinion, which I should like to read to you." He did read it to me, and I said, "Well, I must have expressed myself very imperfectly, or Mr. Bazley has misunderstood me very much, when he states such to be my opinion." If I recollect right, for I have not seen it since, it was in reference to religious instruction.

1453. Mr. Bazley was asked, Question 228, "Do you think the fact of religious instruction being combined with secular in the factory schools deters children from attending the Sunday schools for the purpose of receiving religious instruction; that they are more likely to attend the Sunday schools, when the instruction in the factory schools is only secular, than when it is secular and religious combined?—In one particular instance, Mr. Horner informed me, where nothing but religious instruction was intended to be communicated,

nicated, the schools were the worst in his district." Was that what your attention was called to?—I have no recollection of ever having seen a school in which there was only religious instruction. There is some misunderstanding about it. The whole tone of the evidence is, that I was averse to religious instruction being given in the school.

1454. That you were rather in favour of the secular system as apart from the denominational system?—Yes; that is quite contrary to every opinion I have ever formed. I have always been of opinion that religious training was an essential part of the education of that class of children, and that if they did not get it in schools, I did not know where else they could get it.

1455. *Chairman.*] If the State makes it a condition to employment, that there shall be school attendance, is not the State bound to take care that the schools to which the attendance has become almost compulsory, shall be schools open to all religious denominations?—Certainly.

1456. If the school be open to all religious denominations, how can you teach religion in it, unless you teach all religions?—I think that the religious training that is adapted for children, may be perfectly irrespective of those peculiar doctrines which separate one sect from another.

1457. Then you would have some general religious training given which would be common to the various religious bodies?—I conceive so; such as should regulate their conduct.

1458. You would not recommend that factory schools should be of a sectarian character?—Certainly not.

1459. They would stand in the way of employment if they did?—Very unjustly.

1460. Sir *G. Grey.*] Are you able to state the aggregate number of children attending those 427 schools?—I can. In my report of the 30th of April 1850, I say that between the 1st of January and the 4th of May 1844, there were 1,682 factories inspected; of these 839, or 49$\frac{7}{8}$ per cent., were employing children, and the gross number was 8,153.

1461. Would they all be children required by law to attend schools?—Yes.

1462. That number would be distributed among the 427 schools?—Yes. Then I go on to say that, between the 1st of January and the 2d of May 1850, 1,792 factories were inspected; of these, 879, or 49 per cent., were employing children; and the gross number employed was 13,461. That is 65 per cent. in addition to those employed in 1844. I believe that there is a considerable increase of children in the last two years.

1463. You are not able to state about the proportion of those children who would be attending schools supported by the owners of factories, as distinguished from those who attended common elementary schools?—I am not.

1464. Are those schools supported by the owners of factories free to the children?—Yes.

1465. The others are not free?—Some times 2 *d.* or 3 *d.* a week is charged; not more.

1466. Do you think the character of those schools which you have described is the common character of the schools in the district; that the children go to them because they cannot go to better; how do you account for their attending schools from which they derive no benefit, while yet they make a payment of 2 *d.* or 4 *d.* a week?—They are obliged.

1467. Have they any choice of the school to which they would go, so as to choose to go to a good one rather than a bad one?—Yes, they have nominally a choice, but practically they are generally all sent to one school, as it is most convenient to the mill-owner to have one certificate book, and not to have certificates from various schools.

1468. Do you mean that the children practically, or rather their parents, have no choice as to the school they go to; they are not only obliged to go to school, but to the school which the mill-owner indicates as the one most convenient to him?—They are not so obliged, but they are very indifferent on the subject.

1469. Does that attendance at these extremely inefficient schools arise from there being no better schools which they could attend, or does it arise from any other cause?—Very often from there being no better schools for them to attend, but sometimes, also, from them being cheaper schools.

1470. Mr. *Ker Seymer.*] Practically, the children of the same factory generally attend the same school?—Yes, except in the case of Roman-catholics. In Preston, where there are a good many Roman-catholics, they have a certificate from the Roman-catholic master.

1471. Sir *G. Grey.*] Are the schools which the factory children attend open to the inspectors of the Committee of Privy Council?—Some of them.

1472. Not necessarily?—Not necessarily.

1473. That is not a condition?—No; it would be very desirable that it should be so.

1474. *Chairman.*] Would you have any objection to give your opinion upon the practicability of the Manchester and Salford Education scheme?—According to the best opinion I have been able to form, it seems to me by far the most practicable scheme that has yet been devised; it gets rid of the great difficulty of the religious question, inasmuch as it assists all schools.

1475. But does it entirely get rid of that religious question; namely, the propriety or impropriety of supporting all kinds of religious teaching by public rates?—No doubt it involves that.

1476. Is not that a difficulty?—I do not believe it prevails to a very great extent.

1477. Does it not involve precisely the same principle as the church-rate question?—No, I do not think it does, because schools of all denominations are to be assisted.

1478. Does it not, at any rate, involve the same principle as the Anti-Maynooth principle, namely, that we are supporting error, as it is termed, by public rates?—I believe there is a small section of the community who object to contribute to teach what they consider error.

1479. Are you satisfied, with a view to the practicability of this teaching, that it is a small section who hold these opinions?—I may be wrong, but my opinion is that it is a small section.

1480. If it were shown to you that a very considerable portion of society entertain strong objections to the teaching of all religions at the public expense, would not that weigh in your mind as a serious objection to the plan?—No doubt I should regret it; but still it would not alter my opinion, considering the difficulty with which the subject is surrounded in this country, arising from the differences of religious opinion. I think, upon the whole, it would be the wisest scheme that could be adopted.

1481. You could not sanction a system of national education that was founded on the teaching of any one religion?—No.

1482. If you found it impracticable to teach all religions, what then would be your last resource; what would you adopt?—Inasmuch as most schools are established by religious bodies, I do not think that the instruction in religion, which I consider very important, would be neglected.

1483. Would you sanction a system of national schools, supported by public rates, in which only one form of religion was taught to the exclusion of all others?—Certainly not.

1484. Supposing you were unable to realise your view of teaching all religions, that is, the supporting denominational schools of all kinds, what other course would you adopt; supposing you could neither teach one religion nor all religions, what other course would you adopt?—Certainly secular education is far better than our present state.

1485. Then you would not look at secular education, apart from all other plans, as an evil *per se*?—On the contrary, it is the best preparation for religious teaching.

Veneris, 29° *die Aprilis*, 1853.

MEMBERS PRESENT.

Mr. Gibson.	Mr. Christopher.
Mr. Cobden.	Sir G. Grey.
Mr. Miles.	Mr. Bowyer.
Mr. Bright.	Mr. Brotherton.
Mr. W. Fox.	

THE RIGHT HONOURABLE THOMAS M. GIBSON, IN THE CHAIR.

The Rev. *John Howard Hinton*, M.A., called in; and Examined.

Rev. *J. H. Hi* M. A.

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1486. YOU reside in London?—I do.

1487. And are a Protestant Dissenting Minister of the Baptist denomination?—I am.

1488. Have you taken an active interest in the cause of education?—Throughout my public life, I have done so.

1489. In what capacity do you appear before this Committee?—I am secretary to a committee formed in London on the 12th of February 1852, for opposing the Manchester Education Bills; I appear here at their request, and I believe I am able to express generally their sentiments.

1490. What are the sentiments generally of the parties you represent?—The London Committee are voluntary educationists in the fullest sense of the term. They hold that the education of children is the duty of parents; that it is a duty to which, with suitable stimulants and encouragements, pecuniary and otherwise, parents generally will attend; and that it is a parental duty with which the State ought not, unless in exceptional cases which may justify it in stepping *in loco parentis*, to interfere. They think that all needful aid may be supplied from voluntary sources, and they deprecate alike local rates and Government grants.

1491. Upon what subject do you wish to tender evidence to the Committee?—The general principle of rating, and the peculiarities of the local Bill having been spoken to, I propose to enter into an examination of the secular scheme.

1492. Do you agree in the objections taken by Mr. Baines and Mr. Adshead to the local Bill, and especially in the conscientious objection taken to its provision for teaching all religions?—I do.

1493. What is the nature of the evidence you wish to offer respecting the secular Bill?—Passing by the general administrative parts of the Bill, to which, however, some objections might be made, I shall confine myself to those parts of it which relate to the instruction to be given.

1494. In what clause?—In the 14th clause. "The children shall be instructed in reading, writing, grammar, arithmetic, geography, and history, the various qualities and uses of the objects by which they are surrounded, and generally in such kinds of useful knowledge, together with industrial training, as may be deemed advisable, or the growing intelligence of the people may demand; and in addition to these, shall be sedulously inculcated a strict regard to truth, justice, kindness and forbearance in their intercourse with their fellow-creatures, temperance, industry, frugality, and all other virtues conducive to the right ordering of practical conduct in the affairs of life." I will consider the scheme of instruction thus sketched out in two lights; first, as supposed to constitute the whole of education; and secondly, as supposed to be supplemented by a machinery for religious instruction. As to the first, I wish to state distinctly that, although I fully believe in the possibility of over-education, I offer no objection to the teaching of any of the things that are here enumerated, nor to the adding to this list of any other branches of secular knowledge, even to the extent to which this is carried in the Birkbeck schools, by attending which I observe it stated that even Members of Parliament might profit.

1495. What then is the nature of your objection?—My objection is, that the language used has a negative and exclusive force; the meaning being that religious instruction is not to be given in the schools. According to the title of the Bill, the schools are to be used for "secular instruction."

1496. Will you state particularly your objection to this provision?—My objection is, that it attempts a distinction which is impossible; one, namely, fundamental to the scheme itself, between secular and religious instruction. There are many proofs that the promoters of the scheme have never been able to make this distinction clear to their own minds; and what cannot be made clear in thought can never be consistently carried out in practice. The leading gentlemen who have written on the subject have taken at least three different views; and at a public meeting held at Manchester, 1st December 1851, at which Mr. George Combe advocated a fourth, an eminent person (Mr. Cobden) is reported to have stated that he and his friends were not yet arrived at a period of the discussion at which it could be agreed what secular instruction was.

1497. A distinction is drawn in the Bill?—In the Bill this distinction is quietly thrown overboard, and another is substituted for it, namely, that which may be drawn between secular instruction and "doctrinal religion," or "sectarian opinions." Now, if these qualifying epithets mean anything at all, they essentially alter the scheme, by allowing such religious instruction as is not doctrinal or sectarian, and they forbid its being any longer called secular; it is henceforth mixed, secular and religious.

1498. The epithets employed, of course, mean something?—Of course they mean something; but then they require definition, without which they may at various times be taken to mean so much more or less, that they may come practically to mean anything or nothing, as the party using them pleases. Now, I affirm, that a definition of them is impossible, for the purposes of this Bill.

1499. Mr. *Bowyer.*] Do you think that under that clause something may be taught, which would be a sort of religion probably, under the moral part?—What I am saying is, that nobody can tell unless the terms are defined.

1500. As to that part of the clause which you have cited, which goes beyond reading, writing, and arithmetic, and refers to moral teaching, are you not of opinion that there the difficulty would arise of distinguishing between secular and religious knowledge?—I think the difficulty would arise in distinguishing between secular and religious knowledge, on the terms doctrinal and sectarian; between secular and religious knowledge no distinction can be drawn, and between secular and doctrinal and sectarian knowledge a distinction is attempted, which, I am saying, cannot be defined.

1501. Does not the clause in question make justice, and right and wrong, and morals, secular knowledge?—I do not know that it makes them secular.

1502. It calls them secular?—They are to be taught under the general idea of secular instruction.

1503. Do you not think that it would be very difficult to separate them from religion without injuring them?—Decidedly, as I further on shall show.

1504. And on the other hand, would not religion, entirely separated from distinctive doctrines, be a very vague, uncertain, phantom-like sort of religion?—Defining the term distinctive doctrines, the question could be answered. What would be meant by distinctive doctrines?

1505. Mr. *W. Fox.*] Is not the distinction between secular and religious practically known in the distribution of the grant referred to in the Minutes of Council by inspectors when they visit schools, and in short, although the metaphysical definition may not be forthcoming, practically very well understood?—No inquiry whatever is made with respect to religion as to the grants from the Privy Council, I understand.

1506. An inspector of Roman-catholic schools is instructed and does report on their secular teaching, and not on their religious; there the distinction is drawn, is it not, as in many other cases?—Yes, it is carried out by the opinion of individuals; no two individuals would do the same thing on it.

1507. My question only goes to this, whether a distinction so recognised and acted on, may not be assumed without the necessity of a definition?—I think for this Bill it should be made in a definite form.

1508. Mr. *Bowyer.*] Is there not a great distinction between the case of a report of an inspector and the teaching of the masters?—I should think there is.

1509. The

1509. The report of the inspector would be general as to the state of the school, and the condition of the teaching there?—Yes.

1510. In the report of the inspector, therefore, there would not be that difficulty of distinguishing between secular and religious, because the distinction would not occur?—I think the meaning of the word secular, as the rule for school instruction, should be much more definitely and clearly understood and stated, than as a mere term for directing the report of a school inspector.

1511. *Chairman.*] When you use the word religious, what is the meaning you intend to convey; do you mean any particular religion, or do you mean any religion that may exist in the world; what is the meaning of the word religion in the abstract?—That is a very hard question.

1512. You spoke of religious instruction as being necessary, and being incapable of being separated from secular instruction?—I have not so much said this as asserted that the promoters of this Bill have shown they do not understand the attempted distinction between secular and religious instruction themselves. My answer was, "There are many proofs that the promoters of the scheme have never been able to make this distinction clear to their own minds; and what cannot be made clear in thought can never be consistently carried out in practice. The leading gentlemen who have written on the subject have taken at least three different views; and at a public meeting held at Manchester, December 1st, 1851, at which Mr. George Combe advocated a fourth, an eminent person (Mr. Cobden) is reported to have stated that he and his friends were not yet arrived at a period of the discussion at which it could be agreed what secular instruction was."

1513. Mr. *Brotherton.*] What is your opinion of the distinction?—I do not think that a clear distinction can be drawn between secular and religious instruction for the purpose of school instruction. You do not, for example, omit saying something about God; that was admitted; and that is religious. You cannot separate instruction absolutely from religious ideas.

1514. You think what God has joined, man should not put asunder?—I think so.

1515. *Chairman.*] Would you say that spelling can be taught separately from religious instruction?—No doubt of it.

1516. Writing?—No doubt of it.

1517. Can arithmetic?—No doubt of it.

1518. Can geography?—Clearly.

1519. Can needlework?—Clearly.

1520. Are not all those things useful and necessary?—Undoubtedly.

1521. Would it be desirable to give those if you gave nothing else?—Clearly.

1522. Mr. *Bowyer.*] Can right and wrong, what is called morals, be taught without religion?—I think not; the distinction between right and wrong belongs to the religious and not to the secular department.

1523. *Chairman.*] Can morals be taught by a totally erroneous religion?—Partly; a certain amount of morals.

1524. Is it considered that all religions in the world teach good morals?—I think not; some very bad ones.

1525. Where does the difficulty lie of defining this distinction?—The difficulty lies here. No doctrinal religion, we are told, is to be inculcated; but the being and attributes of God, his creation, providence, and moral government, are doctrines of religion. Now, taking the letter of the Bill, these are not to be taught in the schools, in which case they become atheistic, and on this ground intolerable; or if they are to be taught because, in the words of the Bill, no sect of Christians object to these, then a principle is introduced which requires it to be specified what the various sects of Christians do and do not object to. The only help afforded by the Bill is in these words; it forbids the inculcation of things in support of, or in opposition to, the peculiar tenets of any sect of Christians. Sects of Christians are so numerous and so diverse that it would need at least one volume, and perhaps several, to exhibit such a classification of religious notions; and in order to conduct education upon such a plan, every schoolmaster must certainly attain a high standing among dialectic divines. Such a school system is impossible. Dr. Watts himself admits this impossibility in theory, but says there is no difficulty in practice. To me it means that the only course by which the difficulty could be practically solved, would be the ignoring of religion altogether.

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1526. This position has been taken by the witnesses examined?—It has; and it is open to several remarks besides that which I have already made. First, it stultifies the designation of the Bill, and converts the title of it into a deceptive and unwarrantable misnomer. It is clearly not a Bill relating to secular schools at all, but for schools which may and will have as much religion as the disagreement of sects will allow. Secondly, it will give great and fatal offence to some of the most zealous supporters of the scheme out of doors. Mr. Baines (1907) quoted the language of one of the promoters of the secular scheme at a public meeting to the following effect: "A large portion of the community could only join them on the distinct understanding that the teaching was to be nothing more than secular, and that was what the association meant and nothing more. Then why should they impose upon anybody by making it be believed that they intended to give some portion of religious instruction?" Thirdly, nor are those who take it consistent with themselves. Dr. M'Kerrow distinctly says (336) that the secular system "does not embrace any kind of theological or religious belief." This, it appears to me, is a contradiction in terms of the Bill itself, and of his own language elsewhere. Fourthly, if the position were possible, it would be unjust. The Bill proposes to exclude from scholastic instruction whatever may be "in support of, or in opposition to, the peculiar tenets of any sect of Christians." Now, not all are Christians. Some are Jews, and their ears may be insulted by the name of Christ; some are Deists, some Pantheists, some Atheists, all of whom may be indoctrinated into the attributes of God and future responsibility; and this under a system of professedly secular education. Atheistic silence could be the only equal rule. Fifthly, this position, although taken in this Committee, is not taken by the advocates of secular education out of doors. Public writers, who are the real leaders of public sentiment on the subject, take a widely different view.

1527. Have you noticed an article on this subject in the Westminster Review for July last?—I have here some remarks on the views of secular education given in the Westminster Review and the Williams' school, and in a lecture by Dr. Andrew Combe, which, if the Committee will allow me, I will hand in as a Paper for the Appendix, and thus save their time.

1528. Is it not one avowed object of the promoters of secular schools to improve the quality as well as to increase the quantity of popular education?—It is, and some highly talented men of this school have adopted improved methods, to which I award no niggardly commendation; but there is no reason whatever why their practical improvements should not be introduced into other schools, and associated with religious instruction.

1529. Your main object in giving religious instruction to children is, is it not, to prepare them for another world, and to promote the salvation of their souls?—In education this is not the main object with which religious instruction is employed; but it is used as an auxiliary to the training requisite to temporal happiness. Wellbeing in this world requires not merely knowledge but virtue, and the topics included in religious instruction supply not only strong motives, but the strongest of all motives to the practice of virtue. In his arduous task the conductor of moral discipline among children cannot, I believe, spare these motives. Admitting all that can be claimed for the force of habit, and the lessons of experience, I have no faith in the possibility of rearing a virtuous population by expounding the laws of nature and calling them laws of God. For the sake of securing the very ends which secular educationists profess to desire, I would bring in the aid of religious instruction. And in no department of education is a truly religious influence more important, or its importance more generally acknowledged, than in that of the criminal classes by means of industrial schools, towards which the secular scheme particularly looks.

1530. You do not think, then, that the preparation for the two worlds, the present and the future, is so distinct, that they can properly be carried on separately?—I am sure they cannot. It is a striking but certain peculiarity of this case, that the best preparation for the future world constitutes also the best preparation for the present. So obvious has the fallacy of the distinction between religious and secular instruction appeared to many reflecting men, that the Rev. J. P. Norris, in his Report for 1850, speaks of it in the following terms: "I rejoice to think that I may discard the once common distinction of education into secular and religious, as now exploded. It was false in theory, because as surely as school children are growing up into men, so surely are they growing up into religious or irreligious men; and whether into religious or irreligious men, depends upon

upon the religious or irreligious character of their education. To say that education can be neither religious nor yet irreligious, is therefore false; and, consequently, to say that a school can be merely secular, and in respect of religion neutral, that is, neither religious nor irreligious, is also false."

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1531. Do you maintain the general proposition that education should be founded on a religious basis?—Meaning by this phrase, by which Dr. M'Kerrow was so unfortunately perplexed, and which certainly is somewhat vague, that the formation of moral character should not be attempted apart from the leading truths and motives of religion, I do.

1532. Have you noticed the reasons assigned by Dr. M'Kerrow (343) for the separation of secular from religious instruction?—I have, and without being convinced by them. The first reason is, that the essential union of the secular and the theological in education is not taught either in Scripture or reason; nor, I may add, by any other authority that I ever heard of. The whole question is one of expediency. We ask simply, is it expedient in promoting the education of the working classes to adopt a system which shall to so great an extent detach the formation of early character from the great motives supplied by religious truth? His second reason is, that upon this principle "all children's books" should be religious; but as I do not hold the principle, I am not bound by the conclusion. "Thirdly," says Dr. M'Kerrow, "to insist that secular instruction may not be given without the accompaniment of religious, is to limit the sphere of usefulness." But I do not insist on any such thing generally; I am quite willing that professors should still teach French, music, and drawing in a style absolutely secular; nor have I any insuperable objection to the Hindoo College at Calcutta. I only think that in a system of national schools for the working classes of England moral culture should not be deprived of the religious power. "Fourthly," the Doctor proceeds, "to blend the secular and the denominationally religious in the teachings of a school supported by taxation would be unjust." Clearly; and therefore I am for having no school supported by taxation. In the fifth place, Dr. M'Kerrow refers to schools for the middle and higher classes and public institutions, in respect of which no such "religious zeal" is shown; but in all these cases attendance is voluntary and determined by parents, who are the proper parties to judge. With the voluntary action of the poor I would no more interfere than with that of the rich; but when the question is, what shall be the character of a great system, founded by the Legislature and supported by taxation, for the working classes generally, my opinion of what is most expedient in this particular case comes into proper bearing. Lastly, Dr. M'Kerrow tells us that "the blending of secular and creedal instruction is impossible in common schools." Very true; then let us have no common schools, but employ ourselves in encouraging parents universally to educate their own children, each in his own way.

1533. The Bill makes provision for religious instruction by extra-scholastic machinery, does it not?—It does; and I will now proceed to the examination of this provision. Two general observations may be premised. The first is, that the provision contains an implied acknowledgment of the importance of a greater admixture of religion with education than the secular scheme admits of; and the second is, that the provision is not made in the interest of religion, or for the purpose of rendering the religious instruction to be given more efficient than it would be in school. It is evidently of the nature of a concession to the strong religious feeling of the people, and of an endeavour to reconcile them to a national system of education by reducing to as small an amount as possible the sacrifice to be made as to religious instruction. That a sacrifice in this vital point is to be made stands admitted, consequently, by the promoters of the secular scheme themselves.

1534. What is your opinion of the provision itself?—It must be pronounced altogether unsatisfactory. It is proposed that hours every week shall be excepted from the school obligations. Two suppositions may here be taken, either that, so far as it goes, the plan will be effective, or that it will be ineffective. On the first or best supposition it is unsatisfactory, for the following reasons: first, because religion is too important to the youthful mind, especially to that large portion of the population who learn religion at school or nowhere, for so valuable an opportunity of imparting it to be lost. Secondly, because the training of the youthful mind in school hours could not in this way be effectively conducted, since a religious influence must be required at all times as an element of discipline and

moral culture. Thirdly, because the studied exclusion of religion from school hours would be powerfully counteractive of religious instruction out of them. Speaking of religious instruction in schools, the Rev. Dr. Wordsworth uses the following just and powerful language: "If this is a truth, it ought to be uttered; and if not uttered, it will be supposed not to be true. There is atheism in his silence. And what will be the result? The pupil will either abhor his teacher as a deceiver, or else disbelieve Christianity. There is no security against such a result as this, in consigning him to chance instruction in religion for a few hours in the week. If the instruction of these few hours convince him that Christianity is true, it will convince him that Christianity, being true, ought to be taught in his school, and ought to be the basis of education. Hence, either the religion of the Church and the home will make him despise and hate the teaching of the school; or the irreligion of the school will counteract the religion of the Church and the home." (Occasional Sermons, No. 19, p. 49.) Fourthly, because the large proportion of time and attention given to secular instruction would give the prevailing character to education, in defiance of the amount of religious instruction allowed to be incidental to it.

1535. Do you think the supposition of the efficiency of the plan, so far as it goes, is likely to be correct?—There is every reason to believe that the plan would be inefficient; and so still more unsatisfactory. This is visible in the nature of the plan itself. It is not proposed to do anything but at certain hours to close the school doors. The promoters of the secular scheme kindly tell us, indeed, that this shall be done, "in order to afford the scholars an opportunity of attending the instructions of teachers of religion; but they distinctly warn us that "no influence" shall be used to secure or promote the improvement of it. What can result from such a plan as this? The children are just to be thrown, for certain hours, back upon the hands of their parents or friends, if they have any. This is all we are to be indebted to the Bill for. And on the whole, it may be regarded as a positive mischief, from the large amount of truancy inevitably incidental to it. See question 444–5, where the truancy is admitted by Dr. M'Kerrow.

1536. But suppose the children generally would attend?—If the children would generally, or even universally attend, the opportuity being given, no adequate machinery exists for instructing them. The idea of course is, that religious teachers of the several denominations shall be in attendance at some suitable place at the specified hours, in readiness to receive and instruct the children of their respective connexions. In particular places it is just possible that such a conception might be realized; but, taking the country generally, it is altogether out of the question. First, it would require places for meeting, not only suitable in themselves, but suitably located near the school-room. Such places do not exist. Secondly, it would require persons not only of suitable qualifications, but under responsibility for regular attendance and instruction at the specified hours. With respect to ministers of religion, of whose duty to the young much has been said, this would be imposing a gratuitous and onerous labour upon those who have already enough, and in many cases too much to do; but in the country generally, with the exception of the parochial clergy, who of course are everywhere, neither in this nor in any other form do the required persons exist.

1537. You do not then agree in the opinion of Dr. M'Kerrow, that "there is enough of religious principle and feeling in the country to supply the religious element"?—I do not. If there were any place in England where such a result might be expected, it would be the town and neighbourhood of Manchester; but the Dean of Manchester has pronounced his judgment of the impracticability of the plan proposed, even there. With respect to the country at large, and more especially its rural districts, whatever the amount of "religious feeling and principle" may be, it is notorious that the usual religious denominations do not everywhere exist, and where they do, often not in such strength as to be able to take this care of their own children. Very much the contrary.

1538. Have you no confidence then in the voluntary principle for the support of religion?—Yes, for the support of religion generally.

1539. Have you no confidence in it for the spreading of religion amongst the young by early training?—Yes, among the young generally; but this question affects the denominations. I have no confidence that the Baptist denomination, for example, has the means of taking care of its own children out of school, inasmuch as there are many places where there are the children of Baptists and no Baptist teachers.

1540. Mr.

1540. Mr. *W. Fox.*] Why should not the religious instruction be given in the school?—The Bill does not direct it so; the managers might open the school to religious teaching, as is done in Ireland, but the Bill does not allow it as draughted. But if this were so, the teachers are not to be found all over the country; it is only in particular places that there is a Baptist congregation.

1541. *Chairman.*] Do not you think that, if religious objects were alone in view, the zeal of the different denominations would be sufficient to supply these teachers and to support them?—It is absolutely beyond possibility.

1542. Would your remark apply to the Church Establishment?—They are ubiquitous; they are everywhere.

1543. In their case there is a large fund set apart, and a large staff of ministers who could do these duties?—Yes.

1544. It has been stated that "there is no deficiency of machinery now in the country for the promulgation of Christian instruction," and that "if the existing means were well applied, they would be adequate to supply any deficiency of religious instruction arising from its not being given in the day schools." Are you of this opinion?—This statement can have been made only of the Established Church, which, of course, presents a ubiquitous machinery; but I scarcely think that the parochial clergy will personally and gratuitously take on themselves the entire extra-scholastic instruction of the children of the working classes; and I am sure that there is a very large portion of the community who would not be willing to confide it exclusively to them. Dr. Watts, indeed, stated that "he did not know" of any place in England where the denominational religious machinery was insufficient for the educational purpose contemplated; but without any disrespect to this gentleman, I must caution the Committee against being guided by his knowledge on this matter. That many such places exist must be evident from a single statement, namely, that in England and Wales, where there are more than 10,000 parishes, there are less than 2,000 Baptist congregations. So, with varying numbers, of all denominations, the Established Church excepted. Children of all denominations are dispersed over the whole country, and teachers are not. Suppose there were a dozen Baptist children in a small town within reach of no Baptist teacher?

1545. Mr. *Miles.*] In some districts would it not peculiarly affect the Roman-catholics?—Yes.

1546. There are in villages now sometimes only two or three Catholic families?—Yes.

1547. *Chairman.*] How does it work in the case of those few Baptist children in a rural parish; would you have an exclusively Baptist school there?—They get all the instruction they get in the schools of other denominations. If each denomination takes care only of its own children, they will get no care at all.

1548. Supposing there was a secular school in a rural parish, and the Baptist children went there and learnt reading, writing, and arithmetic, might not the case be as well as it is now, that for the religious instruction they should go to some place of worship, or to somebody else, to receive it?—Not if they are now in a school where they have religious instruction.

1549. Mr. *Miles.*] We will suppose a secular school and a Church of England school in the same parish; as a Baptist minister, should you hesitate one instant where you would recommend the child of one of your congregation to go?—Surely not; I should say, "Go to the Church of England school rather than to the secular school, if good religious instruction can be got there."

1550. *Chairman.*] Might it not go to the secular school, and go to the chapel on Sunday?—It might, no doubt; that would depend on the feeling of the parents.

1551. Mr. *Miles.*] Taking the feeling of the Baptists, generally speaking, throughout the country, do they not consider it essential that in their elementary schools the doctrines of religion should be taught?—Undoubtedly, generally.

1552. *Chairman.*] Do you mean that they are not very particular what doctrines are taught, provided some doctrines are taught?—I think they are very particular as to the general doctrines of the gospel; I would apply the term "evangelical" to them as a term well understood.

1553. Supposing those few Baptist children happened to be in a parish where there was a Puseyite clergyman?—I should be very sorry for it; their condition would be hard and bad. My only point is, however, that the machinery required by this Bill does not exist. It would exist if every denomination had a machinery

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like the Church of England; but four-fifths of the parishes in England have no Baptist teacher, and it is not materially different with other denominations.

1554. Sir *G. Grey.*] How is the education of those latter children provided for in those parishes?—In the best way possible.

1555. Do they receive education in common schools?—If they cannot get it from other schools; in no systematic way.

1556. Do schools exist in which these children actually receive education, or under the present system, or rather want of system, are they debarred?—There is no system; every parent has to get education in the best way he can for his child.

1557. Is it within your knowledge that they do receive education, or do they attend no schools?—They attend schools if they are within reach; they are not voluntarily uneducated; wherever there are schools they attend them.

1558. If they are within reach of schools which the religious opinions of the parents enable them to attend?—To any school; they would go to a secular school rather than to none.

1559. Then they are not at present debarred from receiving instruction in schools?—They take their full share in the instruction that is to be had in the country of every kind.

1560. *Chairman.*] How can they be in any worse position if there was a secular school in the parish than they are now; because whatever religious instruction they got now, they would still continue to get, and, in addition, would have the advantage of being enabled to go to this secular school?—If they now go to a religious school, they get religious instruction in the school. If that were done away with, and they were obliged to go to the secular school, there they would get no religious instruction. It might be a place where there were no Baptist teachers to take care of them.

1561. Is there not some danger of proselytism being carried on; would it not be safer for Baptist children to go to a secular school, rather than to the school of another denomination, and in that way perhaps be induced to change their faith?—Within the limit of what are called evangelical communions no sect cares a straw, I may say, about proselytism, so far as education is concerned. I should not like my children made Roman-catholics or Unitarians of; but within the circle that is called evangelical among Dissenters, comprehending all names, and the Church of England, we do not care about proselytism. My child, if he be made to fear God, and love Christ, I care very little in comparison whether he be a Baptist or Pædo-Baptist, Congregationalist, Methodist, or Churchman.

1562. Supposing these few members of the Baptist community were residing amidst a Roman-catholic population, where it would be necessary, if schools are to be denominational, they must be Roman-catholic, how would you approve of their having no schools open to them except one which would endanger their being trained up in the Roman-catholic faith?—I should pity them very much; and if I knew the case do my utmost to provide a school for them.

1563. Suppose they were few in number and you could not have a Baptist school for them, would it not be better to have a secular school?—I would sooner they should go to a secular school than to a Roman-catholic school.

1564. Mr. *W. Fox.*] You say that Church teaching would be acceptable to the Baptist children; is there any need to look further than the Church, then, for the organisation which you say does not exist?—I do not say that the Church teaching would be acceptable to Baptist children. The formularies of the Church are repulsive to me. I recoil from the Church Catechism being taught, because of the falsehood and error in it; but if there were no other than Church of England schools, I would rather my child should go there than to the secular schools, if evangelical religious instruction were given there. I look to the power of Gospel truth, and attach a value to it which would satisfy me upon that point. This, however, is not the case universally, nor, I suppose, in the majority of cases.

1565. You have spoken hitherto of schools to be created under the Bill; but existing schools may also be aided from the rate?—I have spoken hitherto of schools to be created under the Bill; I now add that its effect on existing schools to be aided by the rate would be equally deplorable.

1566. What is your objection to the provision made in this respect?—In order to receive aid from the rate, it is required "that the inculcation of doctrinal or sectarian opinions shall not take place at any time on any workday between the hours of —— and —— in the morning, and —— and —— in the afternoon." This regulation would be of comparatively little moment if the topics denoted as doctrinal

doctrinal or sectarian were only such as divided orthodox sects, such as Baptists and Congregationalists, or even Dissenters and Churchmen, ecclesiastically from each other, but it becomes of the greatest importance when it is recollected that it would banish from the general school routine the entire evangelical or Christian element; a result to evangelical Nonconformists (and I should suppose to evangelical Churchmen) absolutely intolerable.

1567. Have you any further objection to the provision of this Bill in relation to religious instruction?—I would draw the attention of the Committee to the evident impossibility of enforcing it. Supposing, for the sake of argument, that the prohibition of doctrinal religion and sectarian opinion constitute theoretically the security against such teaching which is to be desired, let us see how the matter will stand in practice. First, a parent who shall have reason to believe that any doctrinal or sectarian opinion has been taught may complain to the Committee. It is evident that very much would be endured before such complaint would be made, and it is highly probable that parents would adopt the much easier remedy of keeping the child from school. The complaint made, the necessity of defining what is doctrinal or sectarian would hopelessly perplex both complainant and Committee; while the necessity of proofs, possibilities of misunderstanding, and opportunities of denial, would make the inquiry anything but useful or agreeable. Dissatisfied with the decision of the Committee, however, a parent may appeal to the National Board of Education. Only imagine this. A working man or a widow woman in Cornwall, Cumberland, or Carnarvonshire, instituting a trial on appeal before three great gentlemen in London, against the schoolmasters and the school committee of his or her district on a charge of doctrinal or sectarian teaching! The idea is ludicrous. And then, if they should get through so grave a case, and make an order, "it shall be the duty" of the party to obey. But suppose he will not do his duty? Is there any penalty for disobedience, or any means of enforcing the order? None whatever. So that the whole affair is a farce. It is then plain that, in defiance of this Bill, doctrinal religion and sectarian opinions may be taught in the schools to a great extent without remedy. And what is worse than this, a great deal of irreligion and insinuated or open infidelity may be taught, without even a right of complaint, for this the Bill does not in any manner prohibit.

1568. Surely, supposing, for instance, a few members of one of the evangelical divisions of Christians were residing in a Roman-catholic district, it would be a great advantage to them if no religious instruction should be given, to be able to go to a Roman-catholic school, and get the secular instruction under that provision, that no religious instruction should be given in a rate-assisted school at certain hours?—In the specified circumstances.

1569. Would it not also be an advantage to such children to be able to go to a Unitarian school on similar grounds?—No doubt.

1570. If it happened to be a school in the district of one of the religious bodies that you have alluded to, of an evangelical kind, why then a child could take not only the secular, but the religious instruction?—Yes.

1571. But in a case where there was a strong objection to the religious instruction, they could take the secular only?—No doubt those advantages are fairly stated.

1572. What is the objection on the part of these evangelical bodies to having this separation, if we are to assist schools by rates; if they can either have the religious instruction or not, as the case may be, what becomes of the objection, as far as the existing schools are concerned?—The specified cases are merely exceptional cases, and not normal ones.

1573. This Bill contemplates assisting the schools, upon condition that their peculiar doctrinal instruction shall not be given at certain hours?—The evil would be, that the main body of instruction would be emasculated of its religious character and influence.

1574. Can you teach doctrinal instruction at the same time that you are teaching other instruction?—You may exercise a strong religious influence, and appeal to the children on Christian, or evangelical religious motives.

1575. During the whole course of instruction, when a child is learning arithmetic or geography, the schoolmaster cannot continually then be appealing to religious sanctions?—Clearly not. The case is this: the child spends three hours at school; one half hour he is learning geography, another, learning arithmetic, but during those three hours he is under the moral and religious culture and training of the master or masters, and is liable to be appealed to for virtuous actions, or

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corrected for vicious ones; and every moment there should be bearing on him a religious influence. If he were to tell a lie, which he may do in the learning of a lesson of arithmetic, the rebuke for the lie is not part of the lesson, but comes afterwards. He is to be told, not that the lie is objectionable on certain pagan moral grounds, but should be told, "My child, you have displeased God; you have need to repent; God has seen it and heard it; you should look to Christ for forgiveness." Fear of God, love to Christ, and repentance should be the remedy of that fault; so that while training of that character wants religious, evangelical, gospel motives, which are not only some of the motives to real morals, but the motives in which true morality is rooted,—and real moral virtuous character seems impossible unless rooted in evangelical religion, or in Gospel truth,—those motives and principles should be continually applied throughout the day, month, or year that the child is at school. For the working classes it is the only chance they have for any rooted moral character being produced in them.

1576. What is then your opinion upon the whole?—Upon the whole, my opinion is, that the exclusion of religious teaching from the school routine and the transfer of it to extra scholastic arrangements, as proposed on the secular scheme, is in every respect unsatisfactory, and such as non-conformists generally could never be reconciled to.

1577. Mr. *Miles.*] Is it possible, supposing this secular school to be a mixed school, that the teachers of the various denominations after those hours should come into that one school and take their different classes in different corners of the room?—I should take that to be excessively awkward; and in many cases impossible.

1578. Sir *G. Grey.*] Are you aware of the provision in the 19th clause of this draft of the Bill, by which any existing school, which may include a denominational school, may be admitted into union with this association, upon condition that the inculcation of doctrinal religion and sectarian opinions shall only take place at certain hours?—Yes.

1579. Does that alter the opinion you have expressed as to the objectionable character of the scheme?—Not at all.

1580. Would there not be a difference between those schools and the schools proposed originally to be established under this Bill?—Scarcely a difference. The original schools under the Bill would give secular instruction except in certain hours, during which hours it would turn the children adrift. The existing schools coming under this Bill would equally exclude religion from certain hours, and employ other hours, at the pleasure of the teacher, in giving religious instruction.

1581. Might not that pleasure of the teacher be controlled by the will of the managers of the school just as much as it is now; if teachers were appointed, the managers might require that they should teach doctrinal teaching during those hours?—Yes.

1582. Do you see a difference between the two classes?—Yes.

1583. Does that difference remove your objection to the scheme?—No; my objection being that religious influence and training ought not to be extruded from the school routine.

1584. Do you think a strict regard to truth, justice, kindness and forbearance in their intercourse with their fellow-creatures, temperance, industry, frugality, and all other virtues conducive to the right ordering of practical conduct in the affairs of life, cannot be properly inculcated unless they are inculcated on the ground of Christianity, or based on Christian principle?—Decidedly so.

1585. *Chairman.*] Is it not this sort of thing with regard to existing schools, that the corporations, or whatever the bodies may be that raise these rates, take a power of dealing as it were with existing schools for certain parts of what existing schools have to dispose of. They deal with them for some part of the secular instruction; but they say, "We will not take any more from you;" the corporation says, "You will carry on your school in the way that you think fit; but we will only purchase of you certain portions of your instruction, and that portion is merely the reading and writing and the arithmetic. We will leave you to carry on your theological course, and your doctrinal teaching, as you think fit; but in return for the payment we make you, we require you to give the children certain particular secular knowledge"?—But they do it upon this condition, that during the great bulk of school hours the religious element shall not be in operation.

1586. The doctrinal teaching?—Yes; thereby meaning evangelical influence. Dr. M'Kerrow stated expressly that no Christian motives must be used.

1587. In

1587. In a private school in this town would there be any objection to a person of the most serious turn of mind on religious subjects, if he heard that any particular private school, where, we will say, arithmetic was extremely well taught at a particular hour, sending his child, and paying the parties for teaching the arithmetic at that hour?—None whatever.

1588. Would it interfere with anything that was going on in that school?—In no way.

1589. Why is it different to giving these corporations power to deal with existing schools for certain things; what difference is there between that and an individual sending his child to a school during the time when a particular thing is taught, and paying for that instruction?—I think there is a great difference, inasmuch as a condition is made in the one case which is not made in the other.

1590. If I sent my child to a school with the understanding that I was to pay so much during the time, and that he was to be taught a given thing, I should not consider the contract was fulfilled if something else were taught in the hour?—You take all chance of what may be taught there, or done there, in respect of religion. If the master is a pious master, and thinks proper to reprove your child, you can have no bar against it. If you send your child there, and he commits a fault, and you say he shall not be religiously appealed to, you make a specific condition with which a master would probably not comply. Here you do not take your chance, but you say, you shall not have a share of the rate, except you exclude from the school routine all religious habits and training belonging to the school.

1591. There is a distinction between doctrinal teaching and a course of religious instruction, and mere momentary correction?—If by doctrinal teaching you mean what divides sects in England from one another, I care not at all about it; but if by doctrinal teaching you mean that which divides Protestant from Papist, Jew from Christian, Unitarian from Trinitarian, and perhaps Mormonite from Christian too; these things are vital and essential, and affect the character of the entire discipline.

1592. Sir *G. Grey.*] To take the more simple case which you put just now of a child receiving strictly secular education, and in the course of that telling a lie, you appeared to conceive, under the rules of this association, a schoolmaster would be precluded from pressing on the conscience of that child that a lie was a sin in the sight of God, and inducing the child to look for pardon through his Saviour; do you think that that would be a violation of the rule which prohibits doctrinal teaching?—Clearly, as interpreted by the advocates of it. Dr. M'Kerrow stated here that no Christian motives must be appealed to under the Bill.

1593. Looking at the terms "doctrinal religion," and "sectarian opinions," do you think that that would be a violation of the Bill?—Yes; all appeals even to the character of God would be violations of it, in my opinion.

1594. Your objection appears to be, that an appeal to the highest motives is excluded by the provisions of this Bill from these schools in which religious instruction is given?—Yes.

1595. Would that objection equally apply, provided children were detained during other hours, and then instructed in the doctrines of the Christian faith?—Not equally apply; but powerfully, inasmuch as I could not consent to have the religious element extruded from the bulk of the school routine. And besides, it by no means follows on the other system that they would get religious instruction at all; they might play truant and get nothing.

1596. *Chairman.*] Yet in schools as now conducted religious teaching is kept apart from other subjects?—This is only partially true; I may admit that masters do not teach religion at the same time that they are teaching geography, and that the children are not attending to arithmetic while they are in the Bible class; but a religious watchfulness and influence is to be exercised by the masters over the children every moment. How inseparable the religious element is from the whole course of education, is evident from evidence given before the Committee last year (2054).

1597. Now, boys are in other situations of life besides the school; take them in all the various trades and occupations of life; on board ship for instance, and in various other situations; when a boy tells a lie he is made sensible it is very wrong, and they can correct him without, on each occasion, making a sort of doctrinal appeal; they can make a general appeal to a superintending Providence?—Do not you allow a difference between education and the period

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devoted to school instruction, and the discipline of after life? I take education to be carried on *in loco parentis*.

1598. We are speaking of particular things being taught. Take the case of a boy on board ship; he is being taught to do certain things; in the course of his duty he tells a falsehood; the person who is in authority over him corrects him for that falsehood, and makes him sensible that it is wrong, and that he will be punished if it is repeated, and he may, if he please, make an appeal to a superintending Providence. It does not appear to be necessary with a young boy to go into a doctrinal discussion on each occasion of that sort?—I am not of that opinion.

1599. Now, taking the case of a ship, you could not provide that the crew of that ship should all be of a particular religious denomination; but, nevertheless, you would have ample power, or some authority would have ample power, to correct such offences as telling falsehoods, and so forth, and effectually to correct them?—For the purpose of the ship's discipline, or if not, you expel the incorrigible party; but I think the analogy does not apply to education.

1600. Supposing I send a boy to be trained for the sea; that boy goes on board of a ship very young, and his education (although I do not use that word; I prefer the word "instruction") in the business by which he is afterwards to live is going on. During the whole course of that instruction he would have to be corrected for immoral acts, telling falsehoods, and so forth, just as much as if he were in a school; and it has to be done in all those situations effectually, and is done so, without these constant appeals to peculiar doctrinal religion. How do you explain that?—I think when you get beyond the period of schooling the case altogether alters; the discipline he must get as an apprentice appears to me quite another subject.

1601. Is there any distinction between a boy learning his duties on board of a ship, and another boy in a school learning arithmetic?—I think a great distinction.

1602. Are you aware that it is not proposed under the secular Bill to do all that is necessary for educating a person? It is not a proper term to apply to it, namely, that it is a Bill for the entire education of a human being, to teach him everything that he ought to know; but only to put within the reach of persons the power of acquiring certain necessary elementary knowledge; that is all the Bill professes to be, and in that light do you think it objectionable?—I do not know what it professes to be; but it has an exclusive aspect as to religion, which I think ought to be incorporated with all that is to be done.

1603. Mr. *W. Fox.*] Do you bear in mind that these schools do not profess to educate, in the larger sense of the word, but to instruct within defined limits; does not that make a difference?—I think not; inasmuch as schools occupy the whole time, with the exception of the specified hours that the children are to spend in religious instruction; and I do not think that the school routine should have excluded from it the influence of religion.

1604. Supposing a boy training to some kind of art is sent to a school of design, would you object to that school of design that there was no religious instruction?—No, certainly not; but the thing which we have before us is peculiar and definite; that is, schools for the instruction of the working classes; and the question comes to be, whether it is expedient, or otherwise, that from the great bulk of the school routine for the working classes there should be an absence of the religious element.

1605. Is not the difference between these schools and the school of design simply one of degree, the school of design teaching one thing, and these schools teaching several things?—Yes, it is one of degree, but not of degree only. The schools for the working classes occupy the whole time to be spent in education, and take in, in point of fact, the whole of education; but on the subject of religion, you put into two hours, or a certain small time, the whole of religious instruction and influence, when I think in such cases it should be diffused through the whole school routine.

1606. But the school of design may leave the boy as few hours in the day for religious instruction as the other school?—He does not go to it until after his other education is finished; boys do not go to the school of design under 13 or 15 years old.

1607. *Chairman.*] Do you think that the teachers of public schools generally are qualified to give religious instruction to children?—I fear many are not; but all may be so. The Committee will allow me to observe that religious instruction is

is divisible into two great departments, the one systematic and the other elementary. The character of the elementary instruction will of course depend upon the system to which it belongs; but when you have chosen your system, the elementary instruction which is to accord with it is always extremely simple. If, for example, you take Romanism or Judaism, you will find it so. Now, I choose for my system that which is commonly called Evangelical, and which is held in common by a large number of Nonconformist bodies, together with many members of the Church of England. This being assumed, the religious instruction to be given is perfectly simple, and the piety of the teacher (which is an essential point) being also assumed, the religious instruction is perfectly easy. I am no believer in the necessity of clerical orders or collegiate education. I hold rather the maxim of the late Robert Robinson of Cambridge, that any man who understands the Gospel can teach it; and I am sure that many unlearned men, having sincere piety, and a little common sense, can teach religion a great deal better than some whose names have been followed by a diploma, and whose heads have been adorned by a mitre.

1608. From some examples which have been given, it would seem that in many cases children derive but little benefit from the religious instruction they receive at school?—The fact as stated, whatever be its exact amount, is much to be regretted; yet it would be unfair to condemn either all children or all schools for the inattention or negligence of some. In all probability where the religious instruction is found inefficient, other branches of instruction would be found equally so. In as far, however, as religious instruction may be inefficient, this fact may serve to account, at least in part, for the small amount of moral reformation which the criminal returns show to have arisen from the increase of education, and at which so much surprise has been expressed. The proper remedy for this evil would be, not to exclude religious instruction from the schools totally, but to improve the manner of its communication.

1609. Mr. Kennedy, I believe, expresses an opinion on this subject in accordance with your own?—He does, in his Report for 1851, an extract from which I beg to put in, in addition to the evidence he himself has given: "On the subject of religious instruction in schools, I am become very much impressed, from all I have seen, with a conviction that, owing to the claims on the time of the clergy among the adults of their flock, and the general work of their parishes, we must look very much to the schoolmasters and schoolmistresses as the religious teachers of the youthful poor, and with the youthful poor their religious knowledge and impressions are to be obtained in the school, or nowhere; it is worse than useless to look to their homes. I am equally convinced that all the religious knowledge they ought to acquire, to say nothing of religious impressions, cannot be imparted in the Sunday school. About the correctness of these remarks my observation leads me to entertain no doubt, and I am induced to make them, owing to the views which are now being sedulously promulgated by the 'National (formerly the 'Lancashire') Public School Association.' The supporters of those views, though perhaps equally desirous with myself of bringing up children religiously, think that the elementary schools for the poor should be purely secular; and my object is to show that they are mistaken in supposing that the children of the working classes can be trained religiously, as a body, unless the masters and mistresses of schools be teachers of religion. I am compelled to admit, from attentive observation, that in many schools there is no great amount of religious knowledge imparted, owing to the number of subjects which the scholars of elementary schools have to learn in a short space of time. But I have also observed, at least I think I have, that even in some of the schools where the children could not answer many questions on religious subjects, the piety of the teacher, as shown in his character and demeanour, and in the religious remarks which he from time to time had opportunities of making, produced the most beneficial effects, such as would make me greatly regret to see schools where the teacher was bound by law to hold his tongue on such subjects."

1610. You stated that you object to rates for education or public support from the taxes. Supposing Parliament should pass a law enabling corporations to raise rates for the support of schools, which would you prefer, the support of all kinds of religious teaching, or the establishment of such a system as is contemplated under the National Public School Association Bill?—I should think both calamities, but the latter the least of the two.

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1611. You would prefer the least calamity of the two?—Yes.

1612. What is commonly called the secular system?—Yes.

1613. Do you not think that the Sunday-school system might be made to supply sufficient religious instruction to the children of the working classes?—I think very highly of Sunday schools, and fully admit their capability of further development and improvement; but I do not think they could supply the place of religious instruction in the day schools.

1614. For what reasons?—First, because I should think it wrong that so large and valuable an opportunity of religious culture as the day school presents should be lost to the young, especially of the working classes. Secondly, because two or three hours of religious instruction on one day of the week would be quite overborne by a course of non-religious instruction (and probably worse) on the other six. Thirdly, because the attendance at Sunday schools can never be co-extensive with that at day schools; and thus a class, large on the whole, would be destitute of religious instruction altogether.

1615. Are you aware of any instance in which this experiment has been tried?—This experiment has been tried on a large scale, and is now in progress in the United States, where religion, an original element of the common schools, has been gradually thrust out of them, in the faith that the Sunday schools would supply it.

1616. Are you acquainted with the result?—The result is given by Mr. Tremenheere, in his "Notes on Public Subjects," published last year, in which he says, "The theory on which the whole public school system of the United States is based is, that the religious instruction which is not given in the day school is given in the Sunday school, exception, of course, being made in regard to the children of those parents who are able and willing to instruct their children in the doctrines of their own faith at home. In considering, however, a scheme of public instruction, having special reference to the poorer and less-educated classes of society, the above qualification may be left out of view, and the proposition may stand as above stated. It is important to ascertain whether this theory is carried out in practice. If it be so in certain parts of the United States, whether this is not so much due to local circumstances that it can afford no safe guide for ourselves. If it fails under different circumstances, whether those are not precisely the circumstances we have to deal with in this country" (p. 8.) "It is clear, from the above facts, that in several of the most conspicuous cities, towns, and seats of manufacturing industry in the free states of the Union, containing populations analagous to those in this country for which there is the most pressing need to extend the means of education, the theory of a complete education, according to the view adopted in the United States, is not fulfilled in relation to a considerable proportion of the children at their schools; inasmuch as, in the first place, a certain and in some cases a larger proportion of the children attending the day schools do not attend the Sunday schools; by far the greater number, indeed nearly the whole, belong to parents incapable of giving religious instruction themselves, or indifferent to it, to the extent to baffle the efforts of the various religious denominations to induce them to attend to the religious welfare of their children. I feel it necessary to add that these conclusions, founded on personal inquiry and statistical facts, are at variance with the first impressions of very many persons, whether officially or practically conversant with the subject or not, whose opinions and impressions I asked for respecting it. To the inquiry, 'Do the children regularly attend Sunday schools and obtain there the religious instruction which is not given at the day schools?' whether addressed to school teachers, or to gentlemen who only possessed a general acquaintance with the actual working of the system of education, the very common answer was in the affirmative; and it was often a matter of surprise to the teachers themselves, that, on their asking the children present who attended Sunday schools to hold up their hands, so many hands were not held up. I have learnt, in the course of many inquiries of this nature, that general impressions are seldom to be trusted from any quarter, and that they are very apt to be contradicted when brought to the test of accurate inquiry. The conclusion I arrive at from the above facts, drawn from portions of the United States having populations similar to our own, is, that inasmuch as the great majority of all classes and denominations in this country agree that no system under the sanction of and aided by the State could be consented to which did not, in some way or other, make effectual provision for religious as well as secular education, the example and experience of the United States,

States, in so far as the localities above referred to are concerned, cannot be quoted as having fulfilled that requirement" (pp. 25–29.) Dr. Watts attempted to diminish the force of Mr. Tremenheere's statements by giving the number who did attend Sunday schools, which he said amounted to 80 per cent. Would he then allow 20 per cent. on an entire youthful population to be totally destitute of religious instruction? On a single million of children this would amount to 200,000.

1617. Are you acquainted with any other method in which the treatment of the religious difficulty attaching to a system of general education has been attempted? —Mr. Tremenheere, in the work just quoted, exhibits the method adopted of late years in Upper Canada.

1618. Have you formed an opinion of that method?—I have formed an opinion of it only to this extent, that I suppose no party would wish its introduction here. It may be, and probably is, well suited to Upper Canada.

1619. Do you think, then, that the religious difficulty is an insoluble element in the question of national education in England?—I do.

1620. Sir *G. Grey.*] Are you satisfied with the present means of education for the lower classes of the people in England, or do you think that any increased agency is necessary to diffuse more widely the blessings of education?—I think increased agency is necessary.

1621. Should not the State interfere in providing that agency?—I think not.

1622. Do you think that will be provided entirely by voluntary efforts?—Certainly.

1623. What stimulus is likely to be applied to voluntary agency to make it more effective for the future than it has been up to the present time in providing education?—I will answer that presently.

1624. *Chairman.*] You state that this religious difficulty is incapable of solution; how is it that you have come to that conclusion, when you see that there is a system of national education in various other countries, in which the religious difficulty has been got over?—My reason for coming to this conclusion in reference to England particularly, is the very peculiar condition of its population in relation to religious questions. Nothing like it exists anywhere else in the whole world. In the United States the Church establishment is wanting. On the Continent freedom of thought and of worship is wanting. Even in Scotland and Ireland the multiplicity and nearly balanced power of religious denominations are wanting. On this ground, I hold it to be altogether vain to attempt to copy from other nations in this matter. Our educational system must be our own.

1625. And what, in your opinion, must it be?—It must be the voluntary system. My conviction is, that no other will be found practicable in this country.

1626. You stated, in answer to the question of Sir George Grey, that it must be left to the voluntary system; in what sense do you use the word voluntary?—I use it in the sense in which it was defined in a resolution passed at a meeting of the friends of voluntary education, held at Manchester in the autumn of 1851, the terms of which are as follows: "Voluntary education is, and national education ought to be, the work of the people themselves, since the training of the child is essentially the duty of the parent, a responsibility which he cannot devolve on any classes, sects, or parties in the community; that the true purposes of education would be defeated if, on the one hand, parents should be compelled to educate their offspring, or, on the other, should succeed in compelling their fellow-citizens to provide for them the means of instruction; that all which enlightened patriotism and Christian benevolence can do in this matter, is to call the attention of parents to the duty of educating their children, to elevate, by all suitable means, the tone of popular thinking on this subject, to assist well-qualified persons in fitting themselves for the office of teachers, and to aid the really needy in their efforts to discharge a sacred obligation."

1627. Sir *G. Grey.*] Admitting that to be the duty of the people, supposing you found that duty very imperfectly performed, would you not endeavour by other means to supply the deficiency?—I would limit those means to the absolute defined neglect, if there be such cases, such as out-door paupers, the criminal population, and persons absolutely incorrigible, in which the State would be justified in acting *in loco parentis.* Then as it does all the other duties of the parent, let it do the duty of education likewise.

1628. Suppose you found in the town of Manchester a large number of children of the lower class, who do not come within the description you have given, but who are not receiving education, would you not provide some means

by which they might be brought within the reach of education, finding that the indifference of the parents had hitherto deprived them of the benefit of it?—Yes, by means of persuasion. I would employ educational missionaries and visitors, as proposed in the Secular Bill, but not requiring an Act of Parliament for the purpose.

1629. *Chairman.*] Supporting them by subscriptions?—Yes.

1630. Sir *G. Grey.*] If those moral means failed, would you feel yourself precluded from adopting any other means?—I would push them to their utmost extent before I would allow any such conclusion to be arrived at.

1631. Do you think the cause why education has not been more diffused is, that these means have not been pushed to their legitimate extent?—Yes.

1632. *Chairman.*] You are not, then, in favour of the genuine voluntary principle, of leaving education absolutely to the law of supply and demand?—Not absolutely.

1633. You think somebody must interfere?—Yes.

1634. And the only person who must not is the State?—The State must not till all other parties have done their utmost.

1635. It must not be left entirely to itself?—Not entirely.

1636. In what respect would you depart from it?—I would depart from it in three respects: first, I would use active and even costly endeavours to create a demand; secondly, I would do the same to create a supply; and thirdly, I would assist those to procure it who are really needy, and while they continue so.

1637. At whose expense?—At my own; others would join with me.

1638. As a matter of charity?—Yes.

1639. You would confine your assistance within this limit? You would not, for example, establish free schools?—Certainly not, if I had the most ample and unbounded means. I consider that it is the duty of parents to provide for the education as truly as for the feeding of their children, and that this duty, like others, will be better discharged in connexion with the efforts and sacrifices with which Divine Providence has connected it. On this ground I would have all assistance rendered to parents strictly confined to those who are in need, and to the period in which they should continue so. Upon this I would beg to refer to two extracts from the "Edinburgh Review," which are as follows: of the weekly pence the reviewer says, "They are the exponents of the affection of the parents, and of their desire to promote the best interests of their children. They express their sympathy with the work of the teachers, and are pledges that they will diligently second his labours at home, and cause their children punctually to attend the school. The parent who has not been encouraged to take an honest pride in providing, at the expense of some sacrifices, for the school education of his child, has lost the opportunity of a useful moral training for the home education of his child" (p. 489). "Another conspicuous defect of charity education is, that it is often unsuitable to the poor. When we give, we give what we like. The education of the national school is what the subscribers think right for the poor, not what the poor think right for themselves; often it is but little suited to their wants, or in accordance with their wishes. In general it may be described as a fragment broken off from our own education, and given to the poor man in charity; neither his opinions nor his independence being much consulted in the matter" (p. 501). On this subject also I would refer to a passage from Dr. Wordsworth's Occasional Sermons, No. 22, page 126: "Take away from parents among the poor the inducement to make sacrifices for the education of their children; tempt them by an indiscriminate offer of eleemosynary education to disburden themselves of their children as an irksome and oppressive weight, and to cast them for instruction on a school rate, and transfer them to public tutelage; let the nation, by a general act of adoption, alienate the children of the poor from their parents, and appropriate them to itself; let the State be an universal stepmother, what would be the consequence? Children would be no longer regarded by a parent as a blessing for which he ought gladly to spend and be spent, in order that, by his own sacrifices for their education, they might be his crown of rejoicing at the great day. No; the nation would have proclaimed by public enactment that children are a burden from which the poor may reasonably desire to be discharged. Because some among the poor are in a very miserable condition, we ought not to adopt a system which would tend to demoralise them all. We ought not to injure the good and provident among the poor for the sake of the bad; and no condition of things can justify an outrage upon natural instincts, and a dissolution of domestic ties. Nothing

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can compensate for an infraction of parental rights and an abrogation of filial duties. Nothing can authorise a war against the sanctity of home."

1640. If the religious bodies came forward with large subscriptions and established schools, do you mean that those schools are to be self-supporting afterwards by school fees?—That would be my object: it is the object of the Congregational Board of Education and of the Voluntary School Association.

1641. Your object would be merely to establish a school, to raise the school building, to put the thing in working order, and then to leave it to shift for itself?—Not for itself absolutely, but to help it into a self-supporting condition, just as I would teach a little child to go alone.

1642. Sir *G. Grey.*] In this resolution which you have put in, it is stated, "that the true purposes of education would be defeated if, on the one hand, parents should be compelled to educate their offspring, or, on the other, should succeed in compelling their fellow-citizens to provide for them the means of instruction." What do you conceive to be the true purpose of education?—The development of a human being in his various faculties.

1643. Then would that purpose be defeated by a parent being compelled to send his child to school?—The true purposes of education comprehend both parent and child; there is a culture of the parental character in the fulfilment of that duty as well as the filial character, and the benefit of both would be materially diminished, if it were put out of its providential relation.

1644. How would the benefit to the parent and child be diminished in the case supposed of a child being compelled to attend an admirable school, contrasted with the case of a child attending no school?—The mischief of the latter would be the greater.

1645. Therefore, the true purpose of education would be more defeated by abstaining from compelling the parent to send his child?—Yes, in some cases doubtless.

1646. Would there not be exceptions?—Not if parental indifference can be cured by moral means; let the residue that is incurable by other means be so treated.

1647. Assuming that those moral means should fail of accomplishing the end, then you would consider the true purpose of education would not be defeated with regard to the residue of children left unprovided for, if they were compelled to attend?—Yes.

1648. It is also stated in this resolution, that "all which enlightened patriotism and Christian benevolence can do in this matter, is to call the recollection of parents to the duty of educating their children"?—That is, "properly do."

1649. You do not mean to say that it would be impracticable to do more; but with the opinions you entertain with respect to education, the enlightened patriotism and Christian benevolence would exceed the bounds they ought to prescribe to themselves in so doing?—Yes.

1650. *Chairman.*] Suppose a number of persons agreed amongst themselves that it was desirable that a school should be established for the use of the children of their community, do you see anything adverse even to the voluntary principle, in their agreeing also that instead of its being left to be supported by subscriptions it should be supported by an equitable rate among them all?—I think it very undesirable.

1651. What is the difference in principle between subscriptions to support a desirable object, and an agreement among the parties who want to have the object, rather than have an uncertain subscription, to settle at once that there shall be an equitable rate among them all? Supposing a number of persons settle and agree that a given thing is desirable to be done, they may first of all attempt to do it by subscription, and finding that is inconvenient, settle that they will do it by an equitable rate; what objection can there be to the latter course in preference to the former?—No objection but such as may arise out of the nature of the object, if it be one which gives rise to difficulty.

1652. You would have no permanent aid granted to parents?—None; that part of the system should be considered entirely temporary, and intended to issue in a state of things in which all parents should pay for the education of their own children. I would aim at bringing this part of the voluntary system to an end as soon as possible, its work being done.

1653. Sir *G. Grey.*] Do you anticipate that at an early period the parents of all classes of children in this country will be able to pay for their own children?—There is rapid progress towards it.

1654. *Chairman.*] You do not carry your objection to a system of rates to support gaols or lunatic asylums, or any of the necessary objects of society?—No; nor would I object to a rate for education, if education could be shown to be a proper object of society. I deny that fundamental notion that education is a duty with which the State can rightly interfere, beyond the necessity created for its interference by the absolute nonfulfilment of the parent's duty. If education was admitted to be a proper object of society I would give way.

1655. Sir *G. Grey.*] You do not object, according to your last answer, even to the imposition of a rate for the purpose of education, if you are satisfied that all the other means to which you have adverted have failed?—No, certainly not, as now for the education of paupers and criminals.

1656. Your objection to a rate is founded on the expectation which you entertain of the success of other means which to you are less objectionable?—Yes, it is my conviction that education is a parental duty; the parents are the parties to do it.

1657. To what do you attribute the failure of those other means up to the present time, notwithstanding the great attention directed to education, as proved by the number of children at present destitute of education?—I have three answers to give to that question presently.

1658. *Chairman.*] Is not this the case with a rate levied on all property, that the parents in fact are doing more for themselves under this voluntary system, inasmuch as they pay the rate first of all, and in return for the rate they get a school to which their children may have access?—But they do it much worse; separated from those moral influences which God in his Providence meant to be attached to the exercise of parental duties. If I pay a sum of money for the education of my child by self-denial, and you insist that I should pay for it through a rate, and get the same education, you rob me of the moral discipline, as a parent, which God meant for me, and which you have no business to take away.

1659. If the parent feels that he pays a rate in order to support the school, and that he has a right by law to send his child to that school to benefit by it, is he not very likely to do so?—Why do you put things out of the order of God's Providence? You make me provide that for myself by a rate which God meant I should provide as a parent for my children by a different state of feeling.

1660. The parent would have to pay for it somehow or other?—Yes.

1661. The question is, supposing he pays for it by a rate, what is the difference between his exercising his duty and his moral obligations, and so on, in that way, and his doing it by a subscription, or accepting it as a charitable contribution from somebody else; does not our rate system impose greater duties on parents, and make them sensible that they are bound to pay for the education of their children rather than to rely on charitable subscriptions?—Yes. You give me a comparison to draw between a rate in that respect and charitable subscriptions, but the proper comparison is between the rate and the parent paying for the schooling of his own child. Whether I pay for it by rate or personally, there is all the difference in the world between the motives that are brought into exercise in my own mind. If I do it personally, I do it in the proper culture and exercise of parental feelings. If I do it by rate all those feelings are put out of the question; it is a rate, and the collector, and constable, and so forth, come in; the entire state of feeling differs and very perniciously.

1662. After paying the rate the parent would exercise his parental feeling by sending the child to school?—Perhaps so; but it is doing the thing in the worst way I think in which it can possibly be done.

1663. Mr. *Christopher.*] From the tenor of your evidence, and from your experience, do you think that all education ought to be conducted on the voluntary principle?—Yes.

1664. Are you well acquainted with the condition of the working classes in Manchester and in the manufacturing districts?—I am not.

1665. *Chairman.*] I suppose you would not, even so far as this, interfere with the law of supply and demand in any other instance; that of clothing, for example?—Not except under peculiar circumstances, but under peculiar circumstances I might. Were I to find myself in a region where people went universally naked, for dress smearing over their bodies with palm oil and coloured clay, I might, as a matter of benevolence, be willing to lay out money

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in creating a demand for cotton shirts, and to distribute gratis a first supply. This is what missionary societies have done in Africa.

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1666. And does any peculiarity attach itself to education that leads you to make it an exception to the rule you would otherwise observe in this country?—Certainly; it is a case in which a great many parents are not so much alive as they should be to the highest interest of their children, therefore I would try to instruct and quicken them. It is a case in which a good article is not to be had so fast as it is wanted, and as it is of the greatest importance it should be provided quickly, I would assist in the process; and as there are some who would purchase, but at the moment are unable, I would help them. It is my conviction of the extreme importance of education which justifies me in so far taking it out of the category of articles of trade, and in dealing with it on a modified principle.

1667. Sir *G. Grey.*] Now be so good as to answer the question I put to you just now?—Your question was, "To what do you attribute the failure, up to the present time, of means used for promoting education on the voluntary system?" Reserving to myself an opportunity of remarking hereafter on this alleged failure, I reply that, in my opinion, the philosophy of voluntary educational effort has been to a considerable extent misunderstood. In the first place, I think efforts to promote popular education on the voluntary principle have erred by excess of benevolence; not only was education put within the reach of the poorer classes, but it was presented to them gratuitously. We gave the children education when we should have encouraged their parents to purchase it. This error has been in part discovered and rectified, but its unhappy influence still lingers. The late Poet Laureate says on this subject: "I cannot but think that there is too much indiscriminate gratuitous instruction in this country, arising out of the misconception above adverted to, of the real power of school teaching relatively to the discipline of life, and out of an over-value of talent, however exerted, and of knowledge. If possible, instruction ought never to be altogether gratuitous. A child will soon learn to feel a stronger love and attachment to its parents, when it perceives that they are making sacrifices for its instruction. All that precept can teach is nothing compared with convictions of this kind. In short, unless book attainments are carried on by the side of moral influences, they are of no avail. Gratitude is one of the most benign of moral influences; can a child be grateful to a corporate body for its instruction? or grateful even to the Lady Bountiful of the neighbourhood, with all the splendour which he sees about her, as he would be grateful to his poor father and mother who spare from their scanty provision a mite for the culture of his mind at school? One of the most difficult tasks is to keep benevolence in alliance with beneficence? Of the former there is no want, but we do not see our way to the latter. Tenderness of heart is indispensable for a good man, but a certain sternness of heart is a needful for a wise one. We are as impatient under the evils of society as under our own, and more so; for in the latter case, necessity enforces submission. It is hard to look upon the conditions in which so many of our fellow-creatures are born; but they are not to be raised from it by partial and temporary expedients." (Wordsworth's Occasional Sermons, No. 22, page 124, note.) Another error, in my judgment, has been committed in excluding the poorer classes entirely from the management, and from all share in the management of the schools provided for their childen. The management has been exclusively in the hands of gentlemen and ladies, of whose kindness I have to speak in the highest terms, but less highly, perhaps, of their discretion. Had it been possible to blend some of the more suitable of the poorer classes themselves in some manner with the managing committees, an interest might have been inspired, and habits of business might have been formed, which would have prepared the way for entirely relieving the higher classes of their toil. Instances illustrative of this have occurred to the Congregational Board of Education. A third mistake seems to have been committed by the promoters of popular education in selecting the kind of education to be given. This evil is twofold. First, the education has been too much of the nature of class instruction. It has been education for the poor, or for the working classes. A higher style of education is required in order to be attractive, as illustrated at King's Somborne, by the Dean of Hereford. Secondly, the education has been too exclusively literary. I beg to refer on this subject to the Report of the Rev. H. Moseley, in his Report for 1851:—"From the time when I first had the honour to address your Lordships a report on elementary education, I have

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not ceased to insist upon the importance of uniting with it some notions of a scientific kind with regard to such things as come under our daily observation. If ever we are really to educate the labouring classes, it must, I am sure, be by teaching them to reason and understand about those things which are connected with their ordinary pursuits; the things which concern every man's health or comfort, or out of which he is compelled to delve his livelihood. With the labouring man these things are so engrossing that, whatever else we may teach him when a little boy, these will infallibly put them out of his head when he comes to be a man. He labours on material things; it is his destiny; and he is capable of reasoning and understanding the properties of such things, and of deriving pleasure from so reasoning and understanding. To teach him the secret of that pleasure, and the advantage there is in the practical application of that knowledge, is to raise him in the scale of moral and intelligent beings, and, in as far as it depends on him, to contribute to the well-being of society." (Minutes, 1852, vol. 2, p. 9.) I think that, to the combined influence of these mistakes, much of the present embarrassment incidental to educational efforts on the voluntary system may be ascribed. They have been productive of three principal evils: first, a scarcity of funds; secondly, weariness of managers; and, thirdly, carelessness of parents. These are the principal hinderances to a rapid advancement of voluntary educational efforts. Of these the last (carelessness of parents) is the most powerfully operative and the most difficult to overcome; but if it could be overcome, its cure would carry with it the cure of the other two. On this subject I hand in some extracts from the report of the Rev. J. P. Norris for 1851 (Minutes for 1852, vol. 2, p. 378, *seq.*):—"Of all the hinderances that thwart teachers in their efforts to render their schools more efficient, and of all the difficulties that beset managers in providing resources for their support, the greatest and the most universally complained of is the want of co-operation on the part of the children's parents. I have asked nearly every schoolmaster in my district this question, 'What has been your greatest difficulty in the conduct of this school?' and the answer has been, almost without exception, 'The indifference of the parents.' Apathy, irregularity of attendance, the early age at which they leave, all the characteristic evils of our schools, are traceable in a great measure to this one source. Again, I have often asked clergymen whom I may have found defraying a great part of their school expenses out of very limited incomes, and raising money for the rest solely by their own unwearied exertions, 'What prospect is there of this school becoming in a greater degree self-supporting?' And in four cases out of five the answer has been, 'If we could only teach the parents to value the education offered to them, it might become so, or nearly so, to-morrow.' Of two things I am convinced: first, that without parental co-operation no endowments, no rate, no affluence of school provision will really advance education; and secondly, that with parental co-operation, our schools, after being once fairly started, might be in a great measure independent on any such extraneous resources. The first of these propositions hardly needs comment or support. Money will do much; but it clearly will not in itself make a good school. It may build the fabric, furnish it with all possible appliances, and command the services of the best teachers; but it cannot fill the school with children, or secure their regular attendance, or retain them to an advanced age without the concurrence of the parents. Unless the Legislature convert our day schools into boarding schools, and compel the children into them (which will hardly be in England), we cannot make ourselves independent of the parents' co-operation; nor indeed is it desirable. That the parents ought to feel responsible for their children's education is allowed by all. That the State, or the clergy, or a society, or a patron, should take it out of their hands, and do it for them, is clearly a second-best expedient; an argument that something is wrong, a concession to conditions (real or supposed) which we must all deplore. Earnest men have ever felt this. Dr. Chalmers, perhaps one of the greatest authorities that I could cite on this subject, writes: 'The only way of thoroughly incorporating the education of the young with the habit of families is to make it form a part of the family expenditure, and thus to make the interest, and the watchfulness, and the jealousy of the parents so many guarantees for the diligence of their children; and for these reasons do we hold the establishment of free schools in a country to be a frail and impolitic expedient.' This passage, and still more his admirable address at the opening of one of the Glasgow schools, show that I might claim Dr. Chalmers' authority in support of my second proposition; also that, if the parents could be brought

brought to value the education offered to them, our schools might be in a great measure self-supporting. It is a common notion that the bulk of them are not only unwilling, but really unable to pay such an attendance-fee as would requite the services of a good teacher. Excepting pauper parents, whose case requires a separate consideration, I believe this to be untrue. I believe that most of the parents are quite able to pay for their children's education." After some extended and judicious remarks, Mr. Norris says: "Let us then consider how far a compromise with parents would really involve a sacrifice of what is most valuable in education; in other words, whether we should not do wisely to modify our theory of education by borrowing something from theirs" (p. 385). And he ultimately proposes what he calls a compromise or concession in the following terms: "The concession is this: not to persist in proposing the same type of school, and the same canon of instruction, to the rural village of Shropshire and the manufacturing town of Staffordshire; but studiously to consult the industrial character of each locality, and, if possible, the bias of the people, and to accommodate thereto, more systematically than we have done hitherto, both the organisation of the school and the direction of its teaching; or, in one word, if I may adopt a common expression of the parents themselves, to make the schooling such as will pay" (p. 387).

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1668. Sir *G. Grey.*] You said you were not acquainted at all with Manchester?—Yes, somewhat; but not extensively with the working classes.

1669. Are you exclusively acquainted with the state of the working-classes in any large city or town?—No, I am not.

Mr. *William Hindshaw*, called in; and Examined.

1670. *Chairman.*] ARE you a Schoolmaster at Manchester?—In Salford, part of the parish of Manchester.

Mr. *W. Hindshaw.*

1671. What is the school of which you are master?—Christ Church School.

1672. Will you state whether your school is connected with the National Society?—It is not connected with the National Society; it has been established in connexion with Christ Church, one of the district churches of Salford.

1673. Sir *G. Grey.*] Is it a Church of England school?—It is.

1674. *Chairman.*] By what funds is it supported?—It is supported from the proceeds of an annual collection made in Christ Church.

1675. Sir *G. Grey.*] Is there any payment for the children?—And by payments of the children; I may add to those the payments made by the Government.

1676. *Chairman.*] What payments have been received from the Government?—Payments to the teachers on account of certificates of merit, payments to pupil-teachers, and payments to the teachers on account of giving instruction to the pupil-teachers. There has been no grant towards the building from Government.

1677. Those payments to the teachers are under the recent Minute of the Council?—Yes.

1678. But there was no money advanced in the first instance for the building of the school?—There was not.

1679. Have you any trust deed, or anything drawn up in the shape of a permanent management scheme?—I am not aware whether in the trust deed there is any defined system of management.

1680. Who are the managers?—The managers are the trustees of the school and certain gentlemen, appointed, I believe, by the congregation, who act as the committee of management.

1681. Is there not some form of trust?—Yes.

1682. You are under this committee of management?—I am under this committee of management.

1683. How long have you been there?—Upwards of 14 years; from the establishment of the schools.

1684. Have you had your attention directed to the different plans of education that have been suggested for Manchester?—I have had my attention directed to them occasionally, not formally with a view to giving evidence here; I am not prepared with any digested evidence, but I was invited to come as an individual, not as representing any person or body of schoolmasters.

1685. Have you not been concerned in promoting the Manchester and Salford

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Education Bill?—Yes; as a private individual I undertook to propagate the principles upon which that Bill is founded.

1686. What did you do?—I addressed two or three meetings in the district with which I am connected, held in different parts of the district, giving explanations respecting the Manchester and Salford Bill.

1687. Then you have formed an opinion upon the Manchester and Salford Bill?—I have.

1688. And you are acquainted with the provisions of the Bill?—Yes.

1689. As a schoolmaster, will you state what you think would be the result of introducing that measure and passing it into a law?—I think the result of passing it into a law would be immediately to extend education very materially in those places to which it was applied, as a great many who do not avail themselves of education now would undoubtedly do so in the case of its being made an Act of Parliament.

1690. When you endeavoured to direct public attention to this Bill, were you at all met with the objection in the first instance to the system of rating for the supporting of the schools?—I have heard the objection urged.

1691. Did it appear to you to be strong in the public mind?—It did not appear to me to be strong in the public mind at all; the objection was very rarely taken.

1692. Then what objections were taken?—One objection was, that the town council did not adequately represent the parties who were ready to avail themselves of the education, because it was limited in its election to householders paying 10 *l.* rent; I recollect hearing that objection urged; I may say it is about 12 months, or rather more, since I was engaged, and even then I was very little engaged, not paid for the purpose, but merely asked to explain the measure, as having given a little attention to it.

1693. Sir *G. Grey.*] You said that if this plan was adopted, you thought it would lead to a great extension of education?—Yes.

1694. Is there, in your opinion, a great deficiency of education in Manchester and Salford at present?—I think that there is.

1695. To what cause would you attribute that deficiency?—One cause is the indifference of the parents.

1696. How would that cause be met by the adoption of the Manchester and Salford Bill, or would it be met in any degree by that Bill?—If they were assured that certain privileges would attach to those who were educated, and I believe that the Manchester and Salford Bill provides for that in the shape of a reward, a public advertisement of successfully educated children, and so forth, that would act as one stimulus, and I believe there are others besides the provision for imparting free education; the mere fact of the multiplication of schools would extensively act as an inducement; it was understood that a great many rooms which are not now employed for the purpose of daily education would, under that measure, be immediately employed; the mere fact of those schools being established would lead, I think, to the children flocking into them.

1697. Is there any cause besides the poverty of the parents which at present restricts education in Manchester?—Poverty is frequently pleaded, and I have reason to believe in many instances it is the true reason why they do not send their children to school. In my own school there are children who are paid for by benevolent individuals, the parents of those children alleging that they are unable to pay for them themselves, and permission is given to me by some parties to have a certain number of children put down for education at their expense; and not being allowed to go beyond this limit, there are children waiting now to be put on this list, and who are not attending school in consequence of their being unable to avail themselves of education until they receive it in this manner.

1698. Then some of the parents of the children attending your school do not pay for their children themselves?—They do not; although the children are all paid for.

1699. Do you find any difference between the regularity of attendance of the children of those parents who pay for them and the children of those who do not pay for them?—I do not.

1700. Then you do not think that the fact of the education being free to certain children interferes with their attendance?—My experience shows that it does not interfere. It may be owing to the care we exercise in selecting those who really wish to be educated.

1701. *Chairman.*]

1701. *Chairman.*] Would you recommend a system of free schools to be established?—Yes.

1702. Sir *G. Grey.*] Does not the Manchester and Salford Bill provide free education for all the children who attend those schools?—Yes.

1703. Free to the parents of the children, except the paying of the rate?—Yes.

1704. *Chairman.*] Are you in favour of free schools?—Yes.

1705. Mr. *Miles.*] I suppose that the children who are selected to be educated by those charitable donations are children of parents who are desirous of the benefits of education?—Yes.

1706. Do you conceive still, that if free education was given, the parents of a certain class of children would take care to send their children there?—I think they would.

1707. Does that observation of yours apply generally to the lower classes of the community?—It does.

1708. Mr. *Cobden.*] You mentioned that you addressed some meetings in favour of the Manchester and Salford local schools; what was the character of those meetings; how were they called?—They were chiefly in connexion with the schools.

1709. But not called by public advertisement?—A public intimation was given in the schools that certain meetings would be held.

1710. It was merely to invite those who belonged to certain schools to attend?—Inviting the parents of the children chiefly.

1711. It was not in the character of a public meeting, advertised in the newspapers or by placard, inviting all that were interested in the question of education to attend?—I do not think any of the meetings I attended, which were only five, at the very utmost, were called in any other way than that which I have stated; namely, by an intimation given in the schools that a meeting would be held at which explanations would be given respecting the local Bill; at the same time there was no prohibition.

1712. Were the meetings numerously attended?—In some cases they were.

1713. Were they held in one of your own school-rooms, one of the Christchurch school-rooms?—Not exclusively in Church schools, but in Dissenting schools as well.

1714. Have you attended any public meeting held by placard and advertisement, and not by circular or private announcement?—I have.

1715. *Chairman.*] Do you give religious instruction in your school?—Yes.

1716. What religious instruction do you give?—We give what is usually called a Bible lesson every day.

1717. When do you do that?—The first thing every day in the week, except Monday.

1718. How long does it last?—About three quarters of an hour.

1719. Every day in the week, except Monday?—The first thing in the morning; on Monday it is given in the afternoon.

1720. On the Monday, you have this hour in the afternoon?—Yes.

1721. Is that the whole of the religious instruction which you give?—No.

1722. Explain what you mean by the Bible lesson; is it a mere reading of the Bible lesson, or instruction in what the children read in the Bible?—Instruction in what they read in the Bible, or what I read to them.

1723. Mr. *Christopher.*] You explain it?—Yes.

1724. *Chairman.*] What other religious instruction is there?—We teach the Church Catechism.

1725. When do you do that?—Usually in the afternoon.

1726. Of every day?—Not every day.

1727. On which days?—Two afternoons in the week.

1728. How long does the Church Catechism last?—It does not usually occupy more than a quarter of an hour.

1729. Then there is three quarters of an hour for five days in the week, and a quarter of an hour for each of the two other days, devoted to what is called religious instruction?—About that.

1730. Sir *G. Grey.*] Is the Church Catechism taught to all the children without exception?—Yes; not unfrequently I have made the Bible lesson to bear on the Church Catechism, and in that way the Church Catechism may be considered as taught along with the Bible lesson.

. *W. Hindshaw.*

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1731. *Chairman.*] How many hours are the children at school?—Five and a half hours each day.

1732. Does that include the three quarters of an hour for religious instruction? —Yes.

1733. If the children did not receive the religious instruction at your school, they would get four and a half hours, or four and a quarter hours of secular instruction?—Yes, over and above that which is specifically religious instruction.

1734. And this religious instruction is given separately from the secular instruction, is it not?—There is specific religious instruction given at the time I have mentioned, but I do not restrict myself from giving religious instruction at any other period of the day; for example, I have had occasion to suspend the school business to give a religious lesson when circumstances occurred which I considered a favourable opportunity for enforcing a religious lesson.

1735. Is it compulsory on all children who come to that school that they should receive the religious instruction, and be also taught the Church Catechism?—The question as to whether it is compulsory to teach the Church Catechism has never occurred in connexion with the schools; that is to say, no one that I am acquainted with has ever made any objection to the Church Catechism being taught; but if a parent were to request me not to teach his child the Church Catechism, I should act upon that request, although I would not consent to modify my teaching at which the child should be present, in order to meet his wishes; but to the extent of not making him learn the Church Catechism, or commit it to memory, I should be disposed to consent; I would not insist upon it.

1736. Do you mean that the child would be allowed to withdraw during the time that the lesson was going on in the Church Catechism?—I am not prepared to say that he would.

1737. How would you manage it then?—I can imagine the case of parents having objections to their children learning or committing to memory the text of the Church Catechism, who would not object to the religious instruction to which it might give rise.

1738. If a person objected to the instruction of the Catechism in your schools, would the child be allowed to withdraw from the class during the time the Church Catechism was going on?—I would not compel that child to answer.

1739. Is every child that usually comes to your school always present at the religious instruction?—Yes; they are assembled together (I do not say it is the most efficient way) in a gallery; the Bible is read either by the children or by myself; sometimes by one of my assistants, and the whole are subjected to instruction as far as it is possible for them to take it.

1740. That is the first thing in the morning?—Yes.

1741. At what hour?—Nine o'clock.

1742. How long does it last?—Till ten; I should have stated that there is an examination of exercises which are brought to the school, that takes place previously, occupying about a quarter of an hour.

1743. Then it lasts till ten, and then the secular instruction begins?—The other instruction begins.

1744. Sir *G. Grey.*] What does the other instruction consist of during the main hours of the school?—Reading, writing, arithmetic, history, geography, grammar, music, and occasional lessons in natural history.

1745. *Chairman.*] Supposing the parent of a child, a Roman-catholic, were to apply to you, and were to say, "Now, I will pay you so much to allow my child to come from a quarter to ten in the morning, when the secular instruction begins, and to continue until it concludes," would there be any objection to your allowing that, or, if you did, would it interfere with the general management of the school?—I do not see that there is any objection to allowing that; it would so far interfere with the general management of the school, as to cause an unseemly interruption in coming in at a time when all are presumed to be assembled.

1746. To that extent it would?—Yes.

1747. So far as the course of instruction was carried on after ten, it would nor interfere at all, nor would it interfere with your giving the hour's religious instruction that preceded ten in the morning?—Such a child, if sent with a view to be absent during religious instruction, could not, under the present arrangements of our school, be sure to be exempt, because the clergyman frequently comes and gives a religious lesson at any time of the day.

1748. Is it necessary that he should; could not a particular hour be set apart when

when the clergyman could do that?—I cannot tell whether the clergyman would like that.

1749. How often does the clergyman come in accidentally in that way, and give the religious lesson?—At least once a week; we have three clergymen in connexion with our church, and they all visit the school.

1750. Does he come in the middle of the arithmetic lesson, and give the religious lesson?—Not always.

1751. Is it an accidental and unexpected thing this visit from the clergyman?—The principal clergyman with whom I have to do, Canon Stowell, is in the habit of visiting the school once a week, and he takes the opportunity, whatever time it is, to give some religious instruction.

1752. Do not you know when he is coming?—Not exactly.

1753. He comes in accidentally, and all the lessons are stopped, and he gives the lesson in religion?—Yes, occasionally.

1754. Once a week?—I do not say that he stops always the business of the school; I have sometimes represented to the clergymen, when they have come, that it would be inconvenient, and they have not on such occasions insisted upon it.

1755. Do you think it would be more convenient that that religious instruction given by the clergyman should be given at a stated time, so that the other arrangements of the school might not be interrupted?—It certainly would be better; but whether it would be practicble is another thing.

1756. Mr. *Miles.*] In a certain degree your Church of England school is under the inspection of a committee of management, of whom the clergyman is one?—Yes.

1757. It is part of the duty of the committee of management to visit your school whenever they please?—Yes; the members of the committee visit the school weekly, in succession.

1758. And any member of the committee of management may direct the children to be put through any particular lesson he pleases?—He may request it.

1759. Is it not almost certain that when a clergyman of the Church of England comes to inspect your school, he will look to your religious teaching and the doctrines you teach there?—Yes.

1760. Besides the Church Catechism, you do inculcate the doctrines of the Church of England in every possible way you can during the course of your teaching?—Certainly.

1761. For instance, taking geography, have you not a great power there, in teaching geography, of inculcating lessons in Holy Scripture?—Yes, by reference to the various religions prevalent in different countries.

1762. Do you adopt that mode?—Yes.

1763. Do you then endeavour to draw a parallel between that religion which you teach and those religions, to show that the religions of other countries are possibly false and your own true?—I do make such comparisons.

1764. It is not only in the time stated by the Honourable Chairman that actual religious instruction is given, but you give religious instruction whenever you see an opportunity of inculcating it on your pupils. It is given in geography, is it not, or any other lessons you may be inculcating in which an opportunity exists for you to bring the children's minds towards religion?—I take advantage of such an opportunity whenever it occurs.

1765. Therefore it cannot be said that your religious teaching is entirely confined to this three quarters of an hour per day?—Certainly not.

1766. Do you think it necessary to inculcate religious opinions upon the minds of your pupils on every occasion when you have an opportunity of doing it?—Upon every occasion when I have an opportunity of doing it.

1767. Is the religious instructions so blended with the secular instruction in your school as to render it impossible to separate the religious from the secular?—It is not impossible altogether to separate it, but I think a teacher would be obliged to be uncomfortably on his guard if he was expected to refrain from giving religious instruction.

1768. *Chairman.*] Do you, or do any masters of schools similar to yours, take private pupils, and receive a separate payment from them for the teaching of secular education?—Schoolmasters do.

1769. Schoolmasters give the secular portion for a separate payment, which they derive some advantage from?—Yes.

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1770. Sir *G. Grey.*] Out of school hours?—Out of school hours.

1771. *Chairman.*] Therefore, in that case, there is an effectual separation between the religious and the secular teaching?—Yes.

1772. Sir *G. Grey.*] Those schoolmasters out of school hours give lessons in particular branches of education to pupils?—Yes.

1773. Without taking charge of their general education?—Yes.

1774. *Chairman.*] They give lessons in all the branches of education that are given after ten o'clock in the morning except the religious instruction, separately to the private pupils?—Yes.

1775. Mr. *Miles.*] Not in the school?—Not in the school.

1776. *Chairman.*] All you do in the school you teach separately?—Yes.

1777. Mr. *W. Fox.*] Have you any Dissenting children in the school?—Yes.

1778. Have they ever objected to learn the Church Catechism?—No.

1779. They do actually repeat it?—Yes.

1780. And they repeat that their godfathers and godmothers gave them their name in baptism?—No; when I know that they are Dissenters, and that they are brought up as Dissenters, I do not require an answer to that question. I put it in another shape, such as "What engagements were made for you in your baptism?" and thereby generally elicit a sufficient answer.

1781. And that departure is authorised by the constitution of the school; have you authority for so doing?—I have authority for so doing; I have the sanction of the clergyman, who is the chief authority.

1782. Mr. *Bowyer.*] Reading, writing, and arithmetic, and such things, can be taught easily without religion, can they not?—They can be.

1783. Taking the case of history, do not you think that religious history is an important part of the history of the world?—Yes.

1784. Then if you undertook to teach general history to children, leaving out all the religious part, you would give a very imperfect idea of history?—Certainly.

1785. As to the History of England, when you came to the introduction of Christianity into this country, you would impress upon the minds of your pupils something about Christianity?—Certainly.

1786. If you taught it as a mere dry fact, do not you think that would be a very imperfect way of teaching the History of England?—Very imperfect.

1787. So with other facts which interest persons of particular religious opinions such as the facts relating to Wickliffe; you would not think you were teaching history correctly, unless you said something about the doctrines taught by Wickliffe?—I should not.

1788. If you left that out you would teach history imperfectly?—Yes.

1789. *Chairman.*] Do you think the schools have derived much benefit from the grants of money under the Minutes of Council?—I think they have.

1790. Sir *G. Grey.*] What is the amount of annual grant made under the different heads you mentioned from the Committee of Council to the school of which you are the master?—I should imagine that our school receives nearly 200 *l.*

1791. How many children attend your school?—About 500.

1792. Does that 200 *l.* go in aid of the support of the school, or of the salaries of the teachers?—Of the salaries of the teachers.

1793. *Chairman.*] Do you think that that system has been beneficial?—I do.

1794. Sir *G. Grey.*] Has your school increased in numbers?—It has under that system.

1795. What are the ages of the children?—In the boys' school from 7 to 13, there are very few older than 13; in the infant school from 2 to 7½ years; and in the girls' school the ages are similar to those of the boys.

1796. Are all the children, or a great majority of them, children of parents in the same class of life?—There is a mixture, but they are chiefly children of the poor.

1797. What proportion of those 500 pay for their own education?—I can speak as to the proportion of my own department, not as to the others; I have 170 boys, and of that number there are 28 paid for by benevolent individuals.

1798. Are the payments of all the others regular?—Not uniform—not regular; the majority pay regularly.

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1799. In those cases which do not pay regularly, do you attribute the irregularity to the poverty of the parents, or to any other cause?—Chiefly to the poverty of the parents; and this leads to an interruption in the school, because when they cannot pay they take them away for a few weeks, and then send them again only till again under a similar necessity.

1800. Mr. *Bowyer.*] Is not that a very serious interruption of education?—Very serious.

1801. Is not that a good reason in favour of schools being supported upon some permanent basis by a rate?—It is a very strong reason.

1802. Mr. *Miles.*] What is the payment of each child at your schools?—2 *d.* and 3 *d.*

1803. What is the difference that you make between the 2 *d.* and the 3 *d.* scholars?—Those that pay 3 *d.* learn to write in copybooks, and have copybooks furnished them.

Mr. *Edmund Salter*, called in; and Examined.

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1804. *Chairman.*] WHAT school are you connected with?—It is called Zion Chapel Independent School.

1805. Supported by voluntary contributions?—Yes, and the payments of the children.

1806. Sir *G. Grey.*] Do you receive any support from the Committee of Privy Council on Education?—We are not eligible, even if the Committee were willing, because the school is under the chapel.

1807. *Chairman.*] Was any money given in the first instance, when it was built?—No.

1808. Are you an advocate for supporting denominational schools by public rates?—I scarcely know how to qualify my answer; I am an advocate for supporting religious schools, in a certain sense, by rate.

1809. Just explain what you mean by religious schools, in a certain sense?—The model of such a school is that adopted by the British and Foreign School Society, in which the teacher is at liberty to teach the doctrines of the Bible in Bible language; he is not at liberty to make comments of his own upon them, but, in case of any particular part being obscure, he is allowed to refer to any other part that will illustrate and make clear what is difficult.

1810. In your school do you pursue that plan? Is yours the plan of merely reading the Bible without note or comment, or do you go beyond that and teach the doctrines?—We teach nothing peculiar, no denominationalism, except that we teach Protestantism as distinct from Catholicism, although we have Catholic children there present.

1811. Sir *G. Grey.*] State what is the religious instruction you give to the the children?—In the morning we have a Bible lesson, as it is termed.

1812. What is the nature of that?—This Bible lesson is mainly made up of the facts of Bible history. The teacher under all systems is certainly at liberty; there is no system that can be contrived which shall so fetter the teacher, unless you shut out religion from the scheme, and prevent him giving his own bias or his own peculiar view to the children; he cannot help it; he must impress the children with his own view.

1813. *Chairman.*] How long does this Bible lesson last?—Twenty or twenty-five minutes.

1814. Sir *G. Grey.*] Does it consist of reading the Bible?—No; for instance I take a given period, say from the Creation to the Deluge, taking the leading fact that occurred during those 1600 years.

1815. Do you ask questions from the children on those facts?—Yes; if evil consequences arise from any given act as related in the Bible, a reference is made to the reason, and the lesson is drawn from that and impressed on the children of the importance of taking care to act rightly.

1816. Do you include the New Testament in your Bible lessons?—Yes.

1817. Do you abstain from all reasoning on the doctrines of the Church as divulged in the New Testament?—We do not teach sectarianism; the difference between Baptists and Pædo-Baptists, for instance.

1818. Mr. *Bowyer.*] You teach Protestantism?—The foundation of my teaching is, that everybody has the right to think for himself. With reference to English history, this is the way I would teach it, and do teach it: a case occurs, Wicklifle's

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case or anybody else's case, in which persecution, that is, punishment of some sort, is applied to a party who holds given opinions. I do not take it merely because it has been done by Catholics, but by anybody. I find that punishment is applied to a man because he hold certain opinions. Then I would say to a boy, to illustrate the folly of this, looking him steadily in the face, "You are standing on your head." The boy looks astounded. "You are standing on your head; don't you believe it?" The boy answers, "No." I say, "Then I shall beat you till you do believe it." The boy thinks immediately, and I succeed in making him believe, that I shall carry out the threat. The next thing is, how unjust this is to beat the boy for not believing a thing that is not true. What am I to do? I say then, "Have I not a right to beat you? I am your master, and you must believe what I tell you." The boy says, "But I cannot believe it." Then, I say, that is the very point I want to get at; in order to make you believe, it is no use thrashing you; I must prove it." A belief of a thing must depend on the proof; and no amount of physical oppression can alter mental conclusions. That applies to either Catholic or Protestant persecution.

1819. *Chairman.*] This lesson goes on for twenty minutes in the morning?—Yes.

1820. What goes on after that?—A portion of the school reads secular lessons.

1821. And lessons in arithmetic?—Yes; another portion is having lessons in arithmetic, and sometimes in grammar; in fact, we vary the routine according to circumstances.

1822. How many hours does your school last?—We begin at nine and terminate at half-past twelve; the mass of the boys go home at twelve, but I keep a class of senior children half an hour longer, to give special secular instruction of a higher kind.

1823. What you call religious instruction is all over by twenty minutes past nine?—Special technical religious instruction.

1824. There is nothing after twenty minutes past nine that all sects could not unite in receiving?—I believe so.

1825. A Jew could be there as well as a Christian?—Yes.

1826. Mr. *Bowyer.*] Do you never teach any points of history after that time?—Yes, we have a period lasting about half an hour.

1827. If you are teaching different events connected with the rise and progress of Christianity, should you not put it in such a shape, by way of instruction to the children, that the Jew would not agree with it?—I take care to guard myself from doing injustice to anybody in this way. After having endeavoured to give them what I believe to be the truth, I say, in cases where I know there is a dispute, and fairly so, "This is my opinion, and I have given you reasons; you have a right to differ from me." I inculcate this independence of thought, not to believe it because I believe it, but to make it out for themselves.

1828. If there were a Jew present, should you impress upon the children the truth of Christianity in history?—Not upon my own authority.

1829. But by reasoning?—Yes.

1830. Should you not show, as often occurs in history, facts proving the moral and social improvements arising from Christianity?—Yes.

1831. Although there was a Jew present?—Yes, and consider it a fair challenge to the Jew to rebut by counter-statement.

1832. *Chairman.*] You merely make out what you believe to be true in religion by reasoning, mingled with such instruction as you might call secular instruction?—Yes.

1833. Mr. *W Fox.*] You honestly endeavour, in this teaching, to separate the facts of history from your own opinions?—Yes, and from the dogmas of religion.

1834. *Chairman.*] Your object is to teach the facts?—Yes.

1835. So that a Christian might learn the history of the events connected with the Mahomedan religion?—Yes.

1836. And so that a Mahommedan might learn the historical events connected with the commencement of Christianity?—Yes; but with this difference, as regards effect: my bias would be clear in regard to the one and not to the other: and notwithstanding all one can do to separate between mere fact, and reasoning, and dogma, there is from the teacher passing to the children an influence which he cannot separate from himself and which they will receive; that is what I referred to when I said that no system can be devised by which you can take out of the

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the hands of the schoolmaster the power of giving religious instruction if he chooses.

1837. Mr. *Miles.*] That is, the religious dogmatic feelings of the teacher?—Yes.

1838. Sir *G. Grey.*] Suppose you were appointed to take charge of a school, with the direction that you were to give nothing but secular instruction to those children, and abstain from all religious teaching, could you conduct that school on the same principles upon which you conduct your own school after ten in the morning?—No. In the first place, I should have this objection in entering on it: I should feel degraded into a mere educational policeman; I should be giving secular instruction for an object certainly good in itself, so far as it goes, but for no better purpose, as regards the serving of society, than does the grocer who sells his sugar across the counter. There is so much in the office of teacher to try one, that one needs a little enthusiasm to carry out the work; and if you deprive the teacher of this, you will not have the sort of teacher that is requisite to work upon the very lowest classes. Therefore, the strong objection which teachers usually feel to the secular plan is this; that it will be likely to deprive them of this power; they will be shorn of this particular influence; it is not that you can measure it by any form of words, but they possess it, and if you make such a law as shall deprive them of the exercise of it, then they are, in the same sense as the grocer, engaged in selling an article by which they get their money, and there is an end of it.

1839. Mr. *Miles.*] When the children first come to your school, do you find that they have been impressed at all with religious or moral instruction by their parents generally?—In some cases I find that; not long since a Roman Catholic parent brought his whole family to me; that family had been under my instruction some time before, and had been removed. They were brought again because the parents wished them to receive religious instruction; the priest had found out the kind of religious instruction I gave, and had caused them to be taken away; it was to receive that that they were brought back.

1840. My question was, whether the generality of children that were instructed in your schools, when they come first, whether they had received any religious moral training at home?—I scarcely know how to answer that question; there are some who have not, but the majority have received some amount of religious training at home; I will not say exclusively at home; elsewhere.

1841. Would you think it therefore safe, to bring up a child in the way he should go, totally to disconnect your teaching with religion, and to leave the child either to find at home, or at a school apart from yours, religious instruction, confining your own teaching to the secular instruction?—No; I think it would not be safe; I think the effect would be to render religious instruction unfashionable; there is another word I ought to use,—to put a stigma on religious teaching to some extent, and to give the impression, in the minds of the children especially, that religion was a thing not to be troubled about. In what other way could you justify totally excluding religion?

1842. From the knowledge you must have of the parents of the children of this very large school, do you think they would rather go on with the instruction given to them in a denominational school than send their children to the secular schools for instruction, supposing secular schools adopted?—I believe if secular schools, as such, were established, schools such as mine, for instance, would carry the day, speaking from my own knowledge of public feeling.

1843. Sir *G. Grey.*] You do not term your school a denominational school?—No, we have all sorts; I took a census one day, and found the majority of the children were church children; that is, a majority as compared with any particular class of dissenters.

1844. *Chairman.*] Would you have any objection to receive a child into your school for instruction, to commence after the religious instruction was concluded?—No, not at all.

1845. Are there any now who come after the religious instruction is over?—I never had a single application to me to refrain from giving it.

1846. Supposing, for instance, a Roman-catholic had an inclination, feeling that the secular instruction you gave in your school was extremely good, and that you were such an excellent master that he felt he should like his child to go to your school and get that secular instruction from you there; do you see any objection to that child commencing after the Bible lesson was over?—No; I had a family of

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Catholics under my charge for a length of time, but the priest discovered them and removed them finally.

1847. Supposing, for instance, a portion of the rate was given to your school, on this condition, namely, that after twenty minutes past nine in the morning, any person who chose might be entitled to send his child to receive secular instruction, would such a proposal as that interfere with your school, or render it less a religious school than it now is?—I think not.

1848. That is the proposition of the National Public School Association, as far as regards existing schools; to that extent, therefore, you would not suppose their plan objectionable?—No.

1849. Mr. *Bowyer.*] You said, in answer to the Chairman, that you would not object to receive scholars who should not learn until after the technically religious part had concluded?—Yes.

1850. From what you said before, the children coming to the school after the technical religious instruction was concluded, would learn that portion of religion that you mingle with your secular teaching?—They would, unavoidably and unintentionally; and yet the parents would feel in no way injured.

1851. Then there is no part of your teaching which is totally separated from religion?—Not specifically and ostensibly.

1852. Supposing you were required to teach nothing but secular knowledge at certain hours, to confine your religious instruction to what you call your technical religious teaching, and to leave religion out from morals and history, and other things with which you now mingle it, would not that injure the religious character of your school?—I do not think it would injure the religious character of the school as such, but it would interfere with the religious influence of the teacher.

1853. Would it not injure the teaching of your school, and make it less satisfactory than it is now?—Decidedly, I am of opinion it would; for instance, I could not make history half so applicable or telling on a class, if I were not permitted to make the kind of inference I have just referred to.

1854. Would you not make your historical teaching imperfect if you left out a portion of religion which comes fairly into secular history?—I think so.

1855. *Chairman.*] Still there would be no practical difficulty if it became your duty to teach history merely, as regarded facts and information of that kind, without influencing the mind in favour of any particular religion, and could you do it?—If it were the duty of the teacher to become a sort of chronological table, he could become so, although it would be an undignified position for him to occupy.

1856. Could he not in the morning give the religious lesson, and use all these beneficial influences then?—I think so, if it came to this; if the public were to choose between none or this. The schoolmasters have, I believe, this opinion, that it is better that society should have such a system, with these restrictions, than none at all.

1857. If it is to choose between secular schools and none?—It is much better to have the secular than none.

1858. Sir *G. Grey.*] Then as between the secular and schools conducted on your own system, you would prefer the secular to none?—Yes.

1859. Mr. *Miles.*] And that with the feeling that the religious and moral is almost the strongest tie you have over the pupil's mind?—Yes, though it saves us a deal of trouble; for it is a police influence, although we never degrade it by so thinking about it; but it is so.

1860. *Chairman.*] You contemplate, of course, the supporting of all kinds of religious schools by rate?—No, I do not think it so desirable; the term religion I always use in its restricted sense.

1861. When you were asked whether you thought the public would prefer a system of religious schools to the secular plan, did you mean that the public would prefer a system of supporting all kinds of religious schools to supporting schools on the secular system?—I think the feeling is almost equally divided in Manchester.

1862. Sir *G. Grey.*] As between the two plans, which are called the Manchester and Salford Bill, and the National Public School Association?—Yes.

1863. With respect to the payments made by children, what would be the effect on education in Manchester if schools were established that were free to the children that attended them?—I do not think it would have the best effect in all cases; I think where they have to pay a sum there is a better effect produced.

1864. Then

1864. Then you would not advocate a system in which the whole sum should be defrayed out of a fund raised by rates?—No; I only advocated free schools universally because we understood the rate-in-aid system was impossible.

1865. Did you understand that it was partly impossible to provide for payment out of the rate?—I was told it was so.

1866. Do you think that the payment should be extinguished?—Yes, in regard to some.

1867. Do you think that would cause the number of children to increase?—Yes.

1868. Whether diminishing the payment would increase the attendance, do you think the paying of a portion of the payment would make them value it more than if it was absolutely free?—Yes.

1869. Mr. *Fox.*] You said it was impossible to teach history without religion at the same time; by religion, did you there mean the exercise of a high moral judgment on the events and characters of history, or did you mean the interweaving of theological doctrine?—The first, not the last mentioned. As I said before, I never teach specific sectarian doctrines except in the very broadest possible way, as Catholicism is distinguished from Protestantism.

1870. Mr. *Bowyer.*] Then you exclude one set of dogmata?—I actually teach Catholicism in another sense, in the sense of teaching the facts of it, only it is quite clear to the children and to everybody else that I am not an advocate and teacher of it in the sense of a believer in it; I make it known, but I do not teach it.

1871. *Chairman.*] You do not violate the consciences of the Roman-catholics?—No, I carefully endeavour to guard against that.

1872. Mr. *W. Fox.*] Was what you meant by teaching religion in connexion with history anything different from what the teacher would practise under what is called the secular school system?—If it were the secular school system, I think the great objection to it would be at once removed from it.

1873. Does anybody seriously doubt that it would allow the teaching of history, with moral judgment on the events of character and history?—There are parties who believe that if the term secular were introduced and used without a distinct definition, and a large definition too, the effect would be to shut them out from all power of teaching religion, because it would be a dangerous subject to meddle with; and the teacher would never know how to guard himself, except by making an utter exclusion of it.

1874. Mr. *Bowyer.*] Do you not think that moral judgment on the events of history is a different thing from religious judgment?—The great difficulty is to say what these words mean, after all.

1875. Is there not a difference between saying such a king was a bad man, and such a king was a good man, and saying what was the foundation of the Christian religion, and whether the Christian religion was proved by historical events to be true or not?—I think there is no very great difference in the effect produced on the minds of the children.

1876. Is not one a mere moral reflection that may come from a pagan, and the other belonging to Christianity?—Yes.

1877. One is really moral and the other religious?—I am unable to answer that.

1878. Mr. *Miles.*] Is it your opinion that self-supported schools for the working classes can be efficient?—No.

1879. Why not?—Because schools for the working classes, if supported exclusively by the working classes, cannot pay a fee high enough to purchase efficient instruction for the numbers that would be there.

1880. In the district of Manchester and Salford is that quite apparent?—Quite so; at all events, in regard to a large number.

1881. Of course, if the salary of a schoolmaster is not sufficiently high, first of all the school drops to a lower grade of teacher, and eventually becomes extinct?—Exactly.

1882. Do you at all know the proposed Government plan of education?—Yes. I have rendered myself familiar with it, and but for the fact that I have had extraordinary success where I am, I should have obtained a Government-aided school, because I am thoroughly convinced of the great benefit which the Government system has produced upon popular education.

1883. At present there is an education Bill before Parliament?—Yes.

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29 April 1853.

1884. Are you at all aware of the leading provisions of that Bill?—No, I am not, certainly. I have had a cursory perusal of it, and it struck me it was very much the reflex of the Manchester and Salford plan.

1885. The Manchester and Salford plan proceeds on a free education out of the rates; this gives the power of applying the rates in aid of payment made by the parents of a certain sum, always excepting where they are out-door paupers; and the out-door paupers' children are to be paid for, at two-pence per head, by the guardians of the poor; now, taking the two plans into consideration, which do you think to be most beneficial, and promote general education to the greatest degree?—The Manchester plan is likely to produce a larger attendance, for this reason, there is a class of children in Manchester, and in all large towns, that are absolutely too poor to pay anything. There is another class who have just enough ability to pay the 3 *d.* or 4 *d.* required, but whose parents are too indifferent to education to make the sacrifice which this payment involves, and whose children therefore do not get sent to school. In cases of free schools both these circumstances would be inoperative, and therefore I believe that all the children who would be affected in these ways would attend under the one plan, and not under the other.

1886. Unless you made the attendance of the free schools compulsory, the indifference that you state now exists would still be carried on in sending their children to the free schools?—I am satisfied myself of one thing, that compulsion will have to be applied in the end; that is, to the lowest class.

1887. On a general consideration, supposing free schools adopted, you would recommend compulsion?—Free schools being established, and it being shown that there were children who ought to avail themselves of those schools, society should send them, and make them go.

1888. In case there was no compulsory clause in it, from your knowledge of the lower classes, would the attendance at schools be what it should?—I believe not.

1889. *Chairman.*] Is there another Schoolmasters' Association in Manchester besides the one you are connected with?—The one I am chairman of is called the General Manchester Association of Schoolmasters, but I am connected with three.

1890. Have you any knowledge of the opinion of the other associations on this subject?—Yes; I believe the general feeling is as I have already stated, that the voluntary principle is not enough to carry out the education of the people; when I say voluntary principle, I wish to be understood to mean that part of voluntary action which is irregular, and therefore inefficient, which comes by fits and starts. If the proposed plan were brought into vogue in Manchester, it would be only the voluntary principle organised, because it would be the people rating themselves and being willing to do so; that is the voluntary principle, certainly, in one form.

1891. Rather than trusting to fluctuating subscriptions?—Yes; a gentleman told me the other day that he had spent a hundred pounds in trying to keep up a school of his own; that he was a voluntary; that he had acted on the voluntary principle, but he found now that the voluntary principle meant that those who chose might sacrifice themselves, while others let the thing alone, and he therefore determined to support the Government plan.

1892. Mr. *Miles.*] Does not the state of education in Manchester and Salford, and in that district, as denoted by the registered returns, namely, that there is not above one in twelve of the population undergoing a system of education, show that the voluntary plan is not sufficient to carry on properly national education?—I am sure it is not; anybody who looks on the thing with unprejudiced eyes must see it plainly.

1893. *Chairman.*] Supposing the rate system adopted by Parliament, and that the difficulty in the way of religious instruction in schools proved insurmountable, are you prepared to advocate a rate for the support of the secular system?—Yes.

1894. Mr. *Bowyer.*] Do you think the secular system better than nothing?—Yes, a great deal.

1895. Mr. *Miles.*] Still, from your knowledge, as related in your evidence, do you think that a fair supposition?—I think the difficulties are in a process of solution.

1896. *Chairman.*] But not yet solved?—Yes.

APPENDIX.

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APPENDIX.

Appendix, No. 1.

MEMORANDA of Mr. *Donker Curtius'* Evidence (Advocate, Amsterdam) on the DUTCH SYSTEM of PUBLIC INSTRUCTION; 14 April 1852.—(Communicated through Mr. *C. Holland*, of *Liverpool.*) Appendix, No. 1.

Public education is distributed in Holland in three classes.

1st. Low instruction.

2d. Intermedium instruction.

3rd. High instruction.

To the second class belong the gymnasias for preparation to the University; industrial schools, &c.

To the last the Universities.

The low instruction was in former days exclusively in the hands of local authority and clergymen.

In 1804, a law was made upon the subject, which Bill is in vigour.

According to this law nobody can give instruction, without producing a certificate of moral conduct, a previous examination, and an appointment of the local authority.

In every town of some importance, there exists a committee whose members are appointed by the municipality: it surveys all existing schools in the district, and allows the admission for erecting new schools.

A provincial committee examines the future masters, and gives them a certificate of eligibility. They are divided in several classes, according to their capacities. A master of the first class can be admitted everywhere; those of the other classes are only admissible in minor localities.

General inspectors are appointed and paid by the Government.

Every school is under continual survey; the provincial committees, in accordance with the Government inspectors, determine the school books to be made use of.

Men of every profession, Protestants, Catholics, Jews, are members of those committees.

As for the schools themselves, there exist:

1st. Schools for the poor, where the parents pay nothing or a trifling sum.

Nobody can claim for public assistance when he sends not his children to school.

The expenses for those schools are supported by the municipalities and by yearly subscriptions of the churches.

2d. Deacon's schools. Those are instituted by the different religious professions, and paid out of particular funds belonging to the church.

The Catholics have hitherto not such lower schools; not because they are not admitted, but because they do not open them.

The Jews have some, but few.

All those schools are under the superintendence of the general secular committees above mentioned.

At those schools are only admitted the children of poor men, assisted by every profession, who pay nothing for it.

3rd. Private schools, where the masters receive no remuneration from public authorities, but only from the parents of the children.

They cannot be constituted without a general license; and it is the class for which the master is admitted by examination which allows him to give this or that kind of instruction.

Amongst this class are all French schools, boarding schools, &c.

In every school of whatever description religious instruction is excluded.

The Roman-catholics in the last 20 years opposed very much this system, which they called a system of monopoly.

In 1842, a modification was made principally in regard to the school books, and above all as far as historical instruction.

A larger share was made in this respect to the clergymen; but the system itself remained intact.

In the constitution of 1848, to comply to the claims of the Catholics and the Methodist Protestants, the principle of religious instruction has been introduced.

Appendix, No. 1.

Certificates of moral conduct and of previous examination have however been maintained, and all schools are subjected to public inspection in regard to public morality.

The obligation *e contrario* has been imputed to Government to open in every community public schools, whose expenses were in charge either of the realm, either of the municipalities, and into which children of a certain description are admitted against payment.

A new law must regulate all this: it is yet in preparation, and must be submitted to the Chambers in their present Session.

It is understood, that the public schools must be fit to receive children of every profession, and that hence religious instruction remains excluded there. Religious instruction belongs exclusively to the clergymen of every profession, and is regulated by different rules, to be made by the clergymen themselves or by the representatives of every church.

Appendix, No. 2.

Appendix, No. 2.

CONTRIBUTED by Mr. *Aran Rijetcevorsel*, of *Rotterdam*, 30 years a Member of the Local School Commission, and 12 years a Member of the Second Chamber of Representatives, 19 March 1853.

A Brief View of PRIMARY SCHOOL INSTRUCTION in the *Netherlands*, taken generally.

THE society for the benefit of the public erected in Amsterdam in 1784, and grown up out of the heart of the people itself, gave the first impulse to a better system of public instruction. In 1804 the Government took hold of the question, and enacted in 1806 a law for its benefit and regulation, which is still partly observed. Said society had in almost every town, and even in large villages, its own schools, which have been abandoned as soon as public instruction was sufficiently provided for by other means, but has not abandoned the question, and promotes it in various other more indirect ways. The society may be said to be unparalleled by any other in Europe, and counts presently more than 300 departments and about 14,000 members.

The Government holds control over primary instruction, by means of district school inspectors.

The inspectors of the various districts of a province constitute the provincial school commission. They have no appointment whatsoever, but a moderate bonification for travelling expenses. In case of a vacancy, the King appoints the inspectors, on a nomination by the Provincial School Commission and the States Deputy (the latter are, with the Commissioner of the King, entrusted with the daily government in the province, and are appointed by the Provincial States, whilst these States are chosen by the electing people).

The Provincial School Commission examines all persons who may desire to hold any rank as teachers of primary instruction. These ranks are four in number. To be head master of a school in a town, one of the two first ranks is required.

Any one wishing to establish himself as head master (establish a school), a special admission is first required, and, in most cases, a comparative examination, in order to ascertain which of the candidates is the most able and suitable. In some particular cases the Government grants an exemption from this.

The examination is made by the district school inspector and the local school commission. As respects parish schools, or other similar institutions, the examination is held in the presence of the directors of such institutions.

The local school commissions are appointed in the towns by the town council, and in the country places by the school inspectors.

There are few Government schools. Only exists as such, at Haarlem, a normal school for training and instructing juvenile teachers, and some primary schools in the Duchy of Limburg.

In almost all towns and villages there are community schools (erected by local authority); in the larger towns, for the better class and the poor distinct; and in the smaller, for those two combined.

In some villages gratuitous instruction is given to all children, without distinction; in others, the better class must pay.

In these schools the children of all religious persuasions are admitted. The instruction is religious, even Christianly, but not dogmatic (doctrinal). It consists chiefly in teaching reading, writing, arithmetic, and singing; scripture history and morals; history and geography, particularly of the mother-country; and the principles of the Dutch language.

Generally it may be said, that primary instruction in the Netherlands has a tendency, not only to imprint into the children some knowledge and capacity, but also, and especially, to improve their morals; to awaken in their hearts a love for God, their Saviour, their neighbours, and the mother-country.

Moreover, many endeavours are made to extend farther their education, after having left school, of which particular we shall say a few words hereafter.

Besides the community schools, the Protestant, Catholic, and Jewish persuasions have, in most towns and large villages, parish schools for the paupers' children.

In these schools religious instruction is likewise imparted.

In the towns, and also in larger villages, besides the schools already mentioned, there are still several others: as 1. Schools established by societies, or an union of individuals. 2. Schools held exclusively by teachers on their own account. The last-mentioned are, for the

the most part, like the community schools, mixed; that is, for children of different religious persuasions.

These are subdivided into schools:

a. In which foreign languages are taught.

b. In which only Dutch is taught.

All these schools are surveyed by the school inspector and the local school commission.

They are free to pursue what rule they please, also in the selection of the books. Every master or teacher can use his own method of teaching. They are only enjoined to teach in class, and to keep an usher when the number of scholars reaches 70.

The inspection thus is more counselling than imperative.

No teacher is demitted but by the provincial authority; and only if, by motivated counsel (advice), the whole body of school inspectors of the province deems it advisable.

Some of the community schools in the villages are pecuniarily supported by the province, a few by Government; either by a supplement of salary to the teacher, or by the erection of new school localities, in order that the principal aim may be attained, so that in every community, however small, there may exist at least one school.

In some places, yearly collections are made for the support of the community pauper schools.

Hitherto the number of schools in every place was fixed, as nearly as possible, according to the wants, in order that the position of the teachers might not be too much prejudiced by an unlimited competition; at present, however, the principle is adopted, that every one who possesses by his rank the requisite qualification to establish a school, should be allowed to do so.

According to chapter 194 of the fundamental law of 1848 (of which hereafter a translation), a new law of instruction must be passed, but which as yet has not been proposed.

The school years of children of primary instruction begin with their sixth, and end with their thirteenth; below six years they belong to the infant-guarding schools.

Strictly, said parents have no right to claim instruction for their children; gratuitous instruction is granted by favour.

For better elucidation, I will here add a brief view of the schools of Rotterdam.

For account of the community there are established:

A. Poor schools for children of parents, who are relieved not by the parish, but by the city; or for those who receive no relief, but still belong to the needy class.

B. So-called farthing schools, to which a small trifle is paid for the instruction.

C. So-called intermediate schools, to which a moderate sum is paid.

D. Citizen schools, for the less wealthy middle class, the pay for which is about the same as that of private schools for the Dutch language.

E. The gymnasium, for the higher class, at which are also taught the dead languages, and where the terms are tolerably high.

F. Evening schools, for those who have left school, among which there is an academy for the teaching of drawing and technical science.

G. Girls' sewing schools, in which girls who, during the day, attend the intermediate schools, receive in the evening instruction in knitting and sewing.

H. Infant-guarding schools.

The schools A. are under the control of the city overseers of the poor; the gymnasium is under that of a special commission of curators; and all the others under that of the local school commission.

Those persons receiving relief from the city or parish are bound to send their children to school; with others, it is optional; however, there is a general disposition to do so, except naturally with the very lowest classes.

The different religious persuasions have all one or more parish or poor schools, and most of them infantine and girls' sewing schools.

These schools do not derive any pecuniary assistance from the city, but are supported by contributions of the members of the church.

Moreover, there are many private schools established for the different classes of society; some by individuals, others by societies of certain individuals. Also, infantine schools; repetition schools, for those who cannot longer attend the day school; Sunday schools for the aged; normal and singing schools for teachers and governesses; lower industry schools, where the boys of the working class are qualified to receive instruction at the town academy, at least as far as they may require such in their occupation.

The teachers (adults) are chiefly practically qualified and trained in the very schools to which the heads of the schools ardently apply themselves. The institutions in which they co-operate in imparting instruction amongst themselves have principally arisen, and exist almost entirely by the zeal of the heads of the principal schools, who still voluntarily devote their spare time to this purpose.

All this, it is true, bears the stamp of human imperfection, but notwithstanding, it constitutes an admirable whole, in which is seen advancement, development, and especially a deep sentiment of the moral responsibility which it involves upon teachers and directors.

Appendix, No. 2.

Chapter 194 *of the Fundamental Law.*

Public instruction is an object of constant care to Government.

The institution of public instruction is regulated by law; individual religious opinions being respected.

In all parts of the kingdom, proper public primary instruction is given by authority.

The giving instruction is free, yet under Government survey; moreover, as regards middle and primary instruction, subject to inquiry into the capacities and moral conduct of teachers. All to be regulated by law. His Majesty the King causes an elaborate report on the higher, middle, and primary schools to be presented annually to the Chambers.

Appendix, No. 3.

Appendix, No. 3.

Contributed by *H. Sigismund Straus*, Consul for the *Netherlands, Manchester.*

I. When were the public schools of Holland established?

De regeling van het lager onderwys in Nederland dagteekent van den jare 1806, toen, op den 3 April, eene wet, met drie daarby behoorende reglementen, werd vastgesteld.

Deze laatste zyn door Koninklyke Besluiten herhaaldelyk gewyzigd of aungevuld, voornamelyk in de jaren 1814, 1830, 1831, en 1842.

Thans moet, ten gevolge der in 1848 gewyzigde Grondwet, al wat tot het lager onderwys betrekking heeft, by de wet geregeld worden. Met het ontwerpen daarvan houdt men zich onledig.

II. Are they all of one class, or are they of several classes, according to the attainments of the pupils?

By eene algemeene schoolorde, door het Gouvernement den 25 Mei 1806, vastgesteld en den 20 Mei 1821 gewyzigd, is voorgeschreven, dat de leerlingen verdeeld worden in drie classen, welke van elkander afgezonderd zitten.

III. Do the schoolmasters perform the whole duties, or is there any distinct arrangement for religious teaching?

Het is den onderwyzers uitdrukkelyk verboden onderwys te geven in het leerstellige van het Kerkgenootschap, waartoe de kinderen behvoren.

Het schoolonderwys moet nogtans zoodanig zyn ingerigt, dat de kinderen opgeleid worden tot alle maatschappelyke en Christelyke deugden. Het geschieden zedekundig gedeelte van de Godsdienst mag dus door den schoolonderwyzer behandeld worden.

IV. Was any arrangement made with the ministers of religion at the time of the establishment of the schools; and, if so, what was the nature of it?

De wet schryft voor, dat maatregelen moeten worden genomen ten einde de schoolkinderen van het onderwys in het leerstellige van hun Kerkgenootschap geenszins verstoken blyven.

Naar aanleiding van dien heeft het Gouvernement, kort na de vaststelling der verordeningen in 1806, eene circulaire gerigt aan de Geestelyke overheid van alle kerkgenootschappen, de Isräeliten uitgezonderd, en hare medewerking verzooht, met uitnoodiging, het onderwyzen der jeugd in de godsdienstige leerbegrippen, voor hare rekening te willen nemen, waaraan bereidvaardig werd voldaan.

Foen later sommige onderwyzers het verbod om leerstellig onderwys te geven, begonnen te overtreden, hetgeen aan vele Roomsch Katholyken en enkele Hervormden aanstoot gaf, is een nader voorschrift noodig geacht, en werd, in 1842, onder herinnering aan dat verbod, bepaald, dat voortaan, dagelyks, de localen der openbare scholen, gedurende een uur, beschikbaar zonden moeten zyn voor het geven van leerstellig godsdienstig onderwys door daartoe bevoegde personen, afzonderlyk en uitsluitend aan de kinderen tot de onderscheidene kerkelyke genootschappen behoorende. De bepaling van het uur en van het gebruik daarvan zou worden geregeld door tusschenkomst van het schooltoezigt, na overleg met de geestelyken der gezindheden.

V. Do you consider the separation of the secular from religious teaching favourable to the promotion of charitable and religious feelings amongst the pupils of different sects?

Het Gouvernement en de groote meerderheid der natie geeft hierop een toestemmend antwoord. De gemengde school, waar geen leerstellig onderwys wordt gegeven wordt geacht allezins bevorderlyk te zyn aan de verdraagzaamheid onder de leerlingen van verschillende getoofs belydenis.

VI. By what classes of the population are the public schools attended?

De openbare scholen in de steden zyn in den regel armenscholen. Fen platten lande worden zy ook door kinderen van meer gegoeden bezocht.

VII. What

VII. What is the proportion of pupils in the public schools, compared with the whole number of pupils in the country, and with the whole population?

De bevolking van Nederland op 1 January 1851, was 3,073,517.
Den 15 January 1851 werden de openbare scholen bezocht voor 322,625 leerlingen; de byzondere scholen voor 74,627 leerlingen.

N.B. De Secretaris der Hereeniging voor het openbaar schoolwezen te Manchester verkeert in eene dwaling, daar hy, blykens zyn schryven van den 6 November ult. meent, dat op de openbare Scholen in Nederland geen schoolgeld door de leerlingen wordt betaald. Dit is alleen het geval met de armen, voor welke veelal uit de gemeentekas eenig schoolgeld wordt betaald. Doch overigens betalen in den regel de kinderen op de openbare scholen in meerdere of mindere mate voor het onderwys, dat zy ontvangen.

VIII. Are free Sunday schools common in Holland; and what is the character of the teaching in them?

Onder de benaming van vrye Zondag-scholen schynt de steller dezer wagen te verstaan kostelooze scholen.
Schoon de Zondag-scholen (in den regel opgerigt en bekostigd door vereenigingen van partikuliere personen, kerkelyke bestuven en maatschappyen), hier te lande niet veelvuldig zyn, daar er, volgens de laatste opgave, nog geen honderd gevonden worden, neemt haar getal toch jaarlyks toe.
Zy hebben ten doel kinderen, jongelieden of volwasfenen, die op de werkdagen daarvoor geen tyd beschihbaar hebben, Zondags in de gelegenheid te stellen, zich aanvankelyk by herhaling of by voortzetting, in de meest on ontbeerlyke vakken van het lager onderwys te bekwamen of het vroeger aangeleerde te bewaren: by velen staat het godsdienstig onderwys en het bybellezen op den voorgrond. Op eene enkele plaats wordt onderwys gegeven in het teekenen en in de bouwkunde.

IX. Do you think that the public schools lead, in any material degree, to promote the national prosperity, and to stimulate moral and religious improvement?

Deze vraag kan allezins bevestigend worden beantwoord.
Het openbaar lager schoolwezen in Nederland is vok in het buitenland te gunstig bekend, dan dat het noodig zou wezen daaromtrent in byzonderheden te treden. Dat de volks welvaart door dat onderwys wordt bevorderd, zedelykheid en godsdienstzin door hetzelve worden verspreid, heeft de ondervinding overtuigend doen kennen.

X. Would it be possible to secure the education of the whole of the poorer classes without free public schools?

Ontkennend te beantwoorden.
De ondervinding toch leert, dat verre weg de meeste kinderen van armen de openbare scholen bezoeken, hetzy die, uitsluitend voor hen opgerigt, hetzy die, waar zy, gemeenschappelyk met meer gegoeden, onderwys ontvangen.
Volgens de laatst bekende opgaven werden deze beide soorten van scholen te zamen bezocht door ruim honderd dertig duizend leerlingen, terwyl de armenscholen, van particulieren afkomstig, in het zelfde tydrak slechts door ruim drie duizend kinderen bezocht werden.
Nu is het wel te verwachten, dat, zoo er geene openbare armenscholen bestonden, die van byzondere personen meerdere ontwikkeling zonden krygen, doch, of deze zoo groot zou zyn, dat al de kinderen, die nu op de openbare scholen worden toegelaten, onderwys zouden kunnen genieten, mag met het oog op de groote kosten daaraan verbonden, worden betwyfeld.

Schoon aan de 5 Afdeeling niet is medegedeeld met welk bepaald dool bovenstaande wagen zyn gedaan, mag zy welligt de gisfing wagen, dat de aanleiding daartoe geligen is in het verschil van gevoelen dat, blykens de Reports by Her Majesty's Inspectors of Schools, 1851, 1852, vol. ii. p. 350, tusschen den Inspecteur W. T. Kennedy, en de National Public School Association bestaat, ten aanzien van het al of niet wenschelyke dat onderwys in de godsdienst op de scholen worde gegeven, hetgeen de Inspecteur voorstaat, de Association bestrydt.
Hoewel de beantwoording der op dat punt gestelde wagen reeds doet zien welke voorschriften omtrent dit onderwerp hier te lande bestaan, en daaruit blykt, dat, al moge het onderwys in het leerstellige van de Godsdienst van de scholen geweerd worden, nogtans voor het geven van dit onderwys behoorlyk is gezorgd, zou het welligt, by de beoordeeling van het punt in geschil, voor beide partyen belangryk kunnen zyn bekend te wezen met de zienswyze van hun landgenoot O'Malley, die in 1839 verschillende gedeelten van dit Ryk heeft bezocht, met het doel om den staat van het lager schoolwezen grondig te leeren kennen, en bepaaldelyk onderzoek heeft gedaan naar de werking en gevolgen der verordeningen omtrent het godsdienstig onderwys op onze lagere scholen. Zyn oordeel daaromtrent was zoor gunstig. Voor zoo verre dus zyn verslag by de Heeren te Manchester nog niet bekend mogt zyn, schynt hun de lezing daarvan te mogen worden aanbevolen. De titel is: "A Sketch of the State of Popular Education in Holland, Prussia, Belgium, and France. By the Rev. Thaddeus O'Malley. Second edition. London: James Ridgway, Piccadilly. Dublin: Milliken & Son. 1840. 76 p."

Appendix, No. 3.

The above is the document referred to in my letter, 6th April 1853, addressed to Mr. R. W. Smiles, Secretary to the National Public School Association, Manchester, which I, the undersigned, beg to confirm herewith by my signature and official seal.

The Vice-Consul of the Netherlands,

Manchester, 7 April 1853. (L. S.) *Henry Sigism. Straus.*

(Translation.)

I. When were the public schools of Holland established?

The regulation of elementary education in the Netherlands dates as far back as the year 1806, on the 3d of April of which year a law was passed with three bye-laws referring thereto. These latter have been repeatedly modified and amplified by royal decrees, especially in 1814, 1830, 1831, 1842. Conformably with the fundamental law, modified in 1848, everything that has reference to elementary education must now be regulated by law. This project of law is under consideration.

II. Are they all of one class, or are they of several classes, according to the attainments of the pupils?

By the general school regulation fixed by Government on the 25th of May 1806, and revised 20 May 1821, it is ordered that the pupils be distributed into three classes, each to be on separate forms.

III. Do the schoolmasters perform the whole duties, or is there any distinct arrangement for religious teaching?

The teachers are expressly prohibited from giving any instruction in the dogmatic doctrines of the church to which the children belong.

The teaching ought nevertheless to be calculated to train up the children to every social and Christian virtue; the plainly moral part of religious knowledge may consequently be treated of by the teacher.

IV. Was any arrangement made with the ministers of religion, at the time of the establishment of the schools; and, if so, what was the nature of it?

The law prescribes that measures must be taken for the purpose of not withholding, in any manner, from the scholars, instruction in the doctrinal part of the religion which they profess. Accordingly, soon after the issuing of the regulations in 1806, the Government addressed circulars to the ecclesiastical authorities of all denominations, except the Israelites, requesting their co-operation, and inviting them to take charge of the instruction of youth in religious doctrine, which appeal met with a ready compliance.

When, subsequently, some teachers disregarded the prohibition of conveying doctrinal instruction, to the annoyance of many Roman Catholics, and also of some Protestants (Calvinists), a more especial regulation was found necessary, which was enacted in 1842, reiterating the previous prohibition, and directing that henceforth the public school-buildings should be open daily, during one hour, for the teaching of doctrinal religion, by persons authorised thereto; such teaching to be exclusively and separately imparted to the children belonging to the respective religious denominations. The hour of, and the admission to, this class, to be settled between the school authorities and the clergy of the respective religious bodies.

V. Do you consider the separation of the secular from religious teaching, favourable to the promotion of charitable and religious feelings amongst the pupils of different sects?

Government, and by far the majority of the nation, answer this question affirmatively. A mixed school, in which no doctrinal religion is permitted to be taught, is undoubtedly considered to be productive of concord among the pupils belonging to different sects.

VI. By what classes of the population are the public schools attended?

The public schools in the towns are mostly schools for the poor. In the country places, they are also frequented by the children of people in easy circumstances.

VII. What is the proportion of pupils in the public schools, compared with the whole number of pupils in the country, and with the whole population?

The population of the Netherlands amounted on the 1st of January 1851, to 3,073,517. On the 15th of January 1851, the number of pupils attending the public schools was 322,625; private schools were frequented by 74,627 pupils.

N.B.—The

N.B.—The secretary of the Manchester Public School Association is in error, as appears from his letter dated 6 November ultimo, with respect to the exemption from payment of school fees at the Netherlands public schools. The exemption applies indeed only to the poor, for whom the school fees are discharged out of the public funds. But in general the education received at the public schools is paid for in full or in part.

VIII. Are free Sunday schools common in Holland, and what is the character of the teaching in them?

By the name of free Sunday schools are apparently meant such schools as afford instruction free of charge.

Although Sunday schools (usually established and supported by associations of private persons, or by religious bodies) do not exist here in great numbers, the last returns having produced a number of less than 100, still those institutions increase annually. They have the object of affording children, and such grown persons too as are constantly engaged during the week days, an opportunity of acquiring an acquaintance with the most indispensable branches of elementary education; or, as the case may be, to afford them the means of preserving the knowledge previously acquired. In many such schools, religious instruction and the reading of the Bible are the main objects. In one establishment only drawing and architecture are the objects of instruction.

IX. Do you think that the public schools lead, in any material degree, to promote the national prosperity, and to stimulate moral and religious improvement?

This question may certainly be answered in the affirmative. The condition of the public elementary schools of the Netherlands is too well known, even abroad, to impose on us the necessity of entering into details in this respect. Experience has convincingly proved that the national prosperity is thereby advanced; that morality and piety are thereby extended.

X. Would it be possible to secure the education of the poorer classes without free public schools?

This ought to be answered negatively. The fact is, that by far the greatest number of the children of the poor attend the public schools, as well those which are exclusively established for them, as those in which they receive instruction jointly with the children of parents belonging to the easier classes.

Agreeably to the last returns on this subject, the two kinds of schools mentioned above received full 130,000 pupils; whilst the free schools established by private individuals were, within the same space of time, attended by about 3,000 children only. It may, indeed, be assumed that, if there were no public schools for the poor, those dependent on private support would receive greater attention; but whether they could provide instruction for all the children now admitted to the public schools, may, in consideration of the great expense which it would require, be indeed doubted.

Although the object for which answers are required to the above questions is not expressly stated, it may nevertheless be conjectured that these questions were occasioned by the difference of opinion, apparent from the Reports by Her Majesty's Inspectors of Schools, 1851-52, vol. ii. p. 350, between Inspector W. J. Kennedy and the National Public School Association, as to whether it be desirable or not that religious instruction should be afforded at the public schools; the inspector holding that it is desirable, and the Association denying.

Although the replies given to the various questions bearing on this point show what regulations exist in this country with respect to this part of the subject; viz., that whilst the teaching of doctrinal religion is not allowed at the schools, the inculcation of such knowledge is nevertheless duly cared for; it may, for the due examination of the point in question, be interesting to both parties to become acquainted with the views of their countryman O'Malley, who, in 1839, visited several parts of this kingdom for the purpose of ascertaining the condition of our elementary schools, and inquired into the consequences and effects of the religious instruction at our elementary establishments. His opinion proved very favourable in this respect. In case his report should not be known to the gentlemen at Manchester, a perusal of it might be recommended. Its full title is: "A Sketch of the State of Popular Education in Holland, Prussia, Belgium, and France. By the Rev. Thaddeus O'Malley. 2d edition. London: James Ridgway, Piccadilly. Dublin: Milliken & Son. 1840. pp. 76."

Appendix, No. 3.

Consulate of the Netherlands, Manchester,
6 April 1853.

Dear Sir,

In reply to your letter of the 31st ultimo, I beg to inform you that the replies to your inquiries as to the character and operation of the public schools of Holland have been obtained through the instrumentality of J. W. May, esq., Consul-general of the Netherlands in London, from the Government officials at the Hague, and may be relied on as official and authentic.

The gentleman who has supplied the information sent to you is M. J. Schröder, Secretary-general of the Department of the Interior at the Hague.

I beg to enclose you the original documents, duly authenticated by me; and after you have made the necessary use of them, please to return them to me.

I remain, &c.

(L. S.) (signed) *Henry Sigism. Straus,*
Vice-Consul of the Netherlands.

Mr. R. W. Smiles,
Secretary to the National Public School Association.

Appendix, No. 4.

Appendix, No. 4.

A PAPER supplementary to the EVIDENCE of the Rev. *J. H. Hinton.*

I. IN Answers 1533 to 1567, I have stated various objections to the extra-scholastic machinery provided by the Secular Bill for communicating religious instruction. To these I add one which was accidentally omitted. If the machinery assumed by the Bill were really existing, and if the children were actually in attendance, religious instruction would, on the plan proposed, be given under the greatest possible disadvantages. First, the classes would be incongruous. In school, classes are formed by similarity of age and acquirements; here they would be formed solely by denominational religious affinity; so that a very small class might, and in all probability would, be composed of children in the most important respects extremely dissimilar, children of all ages, and of all grades of ignorance. Secondly, the state of the children's minds would be unsuitable. A couple of hours' release from school would be more like a holiday than a lesson of any kind, and most of all unlike a lesson on so serious a subject as religion. Thirdly, the time would be too long. On no subject does a wise schoolmaster detain the attention of children for two hours, or a single hour, at a time; half an hour would be much nearer the mark. During two hours to be spent continuously in religious instruction, it would be impossible that the interest could be kept up. Fourthly, the instruction must be without practical application. No opportunity would be given for knowing the habits or watching the conduct of the children, so that no advice could be given pertinent to individuals, and nothing in the way of moral discipline could be attempted. No combination of circumstances could be more powerfully adapted to render religious instruction disagreeable and unprofitable.

II. On the *quasi*-religious Aspect of the Secular Bill.

1. It has been strongly asserted that the promoters of the secular scheme are actuated by no hostility to religion, but that they mean to keep it safe, if not even to favour it, by detaching religious instruction from the school routine. I submit, however, that the promoters of the secular scheme cannot properly be estimated in the lump, since the advocacy of it has associated together men of otherwise very dissimilar character. Some of them are undoubtedly as sincere and ardent friends of religion as are to be found in the world; but others have, on this matter, to say the least, a very equivocal aspect. I can hardly think that an injury inflicted on Christianity would be very deeply regretted by some men of sufficient notoriety in this group; and I cannot help wondering that eminently religious men have not been somewhat startled by their company.

2. The question has been pointedly put, whether secular instruction may not be a valuable preparation for religious instruction; and I answer frankly, if pure, yes; if leavened with infidelity, no. But even the former of these suppositions supplies no reason for dividing two elements, which, it appears to me, go better hand in hand. And such, if I understand it, is the design of the Secular Bill, which allots a portion of time every week as an opportunity for religious instruction. Secular instruction of the latter kind, however, of which there would inevitably be some, and might be a great deal, would be directly and powerfully adverse to the efforts of the religious teacher.

3. It has been considered a redeeming feature in the secular scheme that, by leaving the choice of school books to the discretion of school committees, it indirectly permits the introduction of the Bible as a class book; but this is rather an aggravation of the whole

whole mischief. Even in schools in which Scriptural instruction is fully given, the Bible being made a class-book is an incidental circumstance which, if it were possible, would be advantageously got rid of; but to make it a class-book, and nothing else, is to do the worst thing possible with it. In this case, what is obscure in it may not be explained, what is plain may not be enforced; it is not sure of even being left as a dead letter, for it may be sneered at by the master, and reverence for it may be undermined. Unless it is allowed to take its proper place in the school as to instruction and influence, it would be better that the Bible should be referred, in common with religion as a whole, to extra-scholastic teaching.

4. It is true that the secular system proposes to inculcate the moral virtues; but, on the other hand, it prohibits the use, if not of all the motives, yet of the principal motives by which they can be created and sustained, and so reduces its moral instruction to the lowest possible value. Dr. M'Kerrow distinctly says (493), "All we have to do is to reprove the sin or to teach the duty;" "the motive," he adds, "would be furnished elsewhere." In answer 496, he inconsistently admits the use of motives drawn from the authority of God and future responsibility, but expressly asserts (495), that "no Christian motive to action should be inculcated;" and yet he thinks "that the moral precepts would convey their moral influence" (493). For my own part, I think that precept without motive is utterly powerless, and that all moral precepts require to be enforced by the strongest motives applicable to them.

5. The adverse influence of nationalising the secular scheme on the supply of school teachers having been referred to, Dr. M'Kerrow strongly expressed his opinion that no such influence would be exercised by it. I cannot by any means agree with him. Certainly no really religious teacher could execute his office under the restrictions of the secular system without great pain and difficulty, if at all; not, as intimated by Dr. M'Kerrow, "because he was not permitted to teach all the doctrines he believed," but because he was not permitted to teach the cardinal truths, and to apply the great motives of Christianity. His own feelings would be constantly impelling him to make religious appeals, and he would be conscious that, in studiously omitting them, he was omitting the most powerful elements of moral discipline. Pious men and women who are now, in many cases, attracted to the scholastic profession as one presenting a sphere of great usefulness, would, under such circumstances, in all probability retire from it, and abandon the education of the working classes to persons who had either no more religion than the system they had to work, or not conscientiousness enough to act upon it; an issue than which nothing more calamitous for the country can be conceived.

6. The importance of this topic has been clearly perceived by the Rev. W. J. Kennedy, school inspector, who, in his Report for 1851, thus writes:—"The one great reason which I think should be an insuperable bar to the adoption in England of the purely secular school system, is the difference which would inevitably (I think) result in the description of teachers of schools. What kind of persons, in education and character, would be the teachers of schools on a rigidly enforced secular plan? The answer to this question seems all-important. I have no hesitation in stating that I have observed in many cases how wide is the difference between the character and tone of the scholars and apprentices of a really religious teacher and those of a 'secular' teacher. I mean of one who is devoted to secular learning, with an absence of religious zeal and feeling. And, though I would not venture to say that the teacher of a purely secular school must necessarily be personally wanting in religion, I entertain strong fears that such would be the result of a purely secular system of schools. The training of such a teacher would not, as at present, necessarily involve any religious training, and he would not feel any godly jealousy of the sanctity attaching to his vocation, such as I believe is often felt among our present teachers. Again, on the secular plan we could never look to have persons entering the profession of teachers from religious zeal; whereas now many of the most valuable teachers have, I know, espoused that calling because they are allowed and expected to be teachers of religion as well as of general knowledge. The loss to schools of such teachers would be great."—Minutes, 1852, Vol. 2 p. 351.

III. On the Voluntary System.

1. In my answer, 1632, I stated that I would not leave education absolutely to the law of supply and demand; and in following answers I pointed out those respects in which I would depart from this law. I wish to illustrate this position by naming two other instances in which I would pursue a similar course. The first is religion, and the second is medicine. In the former case, if I find no demand I try to create one, and prepare to meet it with what I think the best supply, but with an intention ultimately to leave the party wholly to themselves; in the latter case the demand may be presumed to exist, and if there be no doctors I help to send some, or if there be unskilful ones, I help to send better; and I try to do this gratuitously till the people are able to pay for it. This is just what I would do in education.

2. It has been alleged that this action of benevolence in educational matters interferes seriously with the interests, and with what may be called the trade rights, of private schoolmasters, and this, no doubt, is the fact; but so do hospitals and dispensaries with the interests of private practitioners, and so did the medical staff sent to Jamaica during the

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prevalence of cholera. It is in both cases the immensely superior importance of public interests which justifies the partial subordination of private ones.

3. It has been often and loudly affirmed that the voluntary system has been tried and has failed, and a question was put to me (1657) in which this failure was assumed. I deny altogether, however, the correctness of this assumption. The only fact which can be adduced in support of it is the obvious and indisputable one, that the working classes of England are far from being as well educated as could be desired; but this by no means establishes the allegation that voluntary educational efforts have failed

First, because the existing state of our popular education, which, by the express admission of Lord John Russell in his recent speech, is "chiefly" to be ascribed to voluntary effort, is, with all its drawbacks, highly creditable to us as a nation. It should not be forgotten of how recent origin such effort is, and how brief has been the period of its operation. The first unendowed day school for the poor in England was founded in 1805. The first educational returns (Lord Brougham's) were in 1818, when the ratio of day scholars to the population was 1 in 17; the next educational returns (Lord Kerry's) were in 1833, when the ratio of day scholars to the population was 1 in 11; and the census of 1851 informs us (as stated to Parliament by Lord John Russell) that the ratio of day scholars to the population was then 1 in 8½. Thus, according to the returns, the number of children attending day-schools increased, in 33 years (from 1818 to 1851) 212 per cent.; a rate of increase nearly four times more rapid than that of population, which during the same period was 57 per cent., and highly gratifying, to whatever deductions it may be liable. The ratio of day scholars to the population (1 in 8½) places England among the best educated countries of Europe, and makes a near approximation to the ideal standard of the best educational statists, including Sir J. K. Shuttleworth. And this has been arrived at chiefly by voluntary effort (as an examination of the dates and Parliamentary grants would clearly show) in the short space of five-and-forty years.

Secondly, because great injustice is done to educational voluntaryism in the estimate usually formed of its results. A marked and singular niggardliness has been shown in admitting what is really due to it. Two instances of this may be appropriately noticed here:

(1.) In the Appendix to the Report of the Educational Committee of last Session is a document (No. 1) which gives a very defective, and I may say a very unfair view of the results of voluntary educational effort in Manchester and Salford. It is headed thus: "Classification of day schools conducted in separate rooms, to show the number supported by what is understood to be the purely voluntary system of congregational effort, independently of Government aid;" and out of 191 schools it gives 17 as "supported on the purely voluntary system," thus practically exhibiting the support of these 17 schools as the whole result of voluntary educational exertion. This way of stating the case is palpably unjust, and liable to great complaint. The scope of it is obviously much too narrow. The document speaks of "the purely voluntary system of congregational effort;" which excludes at once all that is done by individuals not congregationally, and all that is done within the Church of England, if not among the Roman Catholics also. It speaks of what is done "by the purely voluntary system" "independently of Government aid," and, as it would seem, independently also of the children's pence. Now there is a large amount of voluntary effort combined with the acceptance of Government aid, and indeed called forth by it, and a great deal more in schools which are partly supported by payments from the children. Again, the document speaks only of schools "conducted in separate rooms," thus excluding 49 schools which are too closely connected with places of worship to receive Government aid, but which must be supported in great part, if not wholly, by voluntary exertion. Further, this document excludes "schools wholly supported by the congregational or any other educational board," "schools wholly supported by private individuals," "self-supporting schools connected with congregations," and "schools conducted as teacher's speculation;" amounting in all to 48 schools, in all of which I submit there is a large amount of voluntary effort properly understood. On the whole, I think it cannot be doubted that the results of voluntary educational effort in the district referred to are, on any fair estimate, incalculably greater than in this document is represented.

(2.) The statements of Dr. M'Kerrow are liable to a similar qualification. He refuses to allow the force claimed for the argument from the actual results of voluntary educational effort, "because it is not to pure voluntaryism that the country is indebted for the progress which has been made" (334). I do not profess to know through what alembic the reverend gentleman makes the various voluntary educational efforts pass in order to distinguish the "pure" from the impure; but I think that all such efforts of any kind are justly to be put down to the credit of the principle in which they originate, and regarded as illustrations of its power.

Thirdly, because a very extravagant and erroneous notion has been formed of what may be expected from educational voluntaryism. Dr. M'Kerrow was asked, for example, whether he thought the voluntary principle was adequate to the educational wants of the community, and he strongly asserted, that in his opinion it was not so (334. 379). But what is here to be understood by the voluntary principle? If, as seems natural, we understand by it the principle of aiding popular education by pecuniary contributions, then I object entirely to the matter being put in this form. In the words of a question put by Mr. Peto (379), I note, "Why should voluntaryism be expected to be adequate to the education of the people?" No such profession has ever been made by voluntary educationists, whose design

design has rather been to help the people to educate themselves. By the language he employs, however, Dr. M'Kerrow seems to refer to the benevolent zeal of the Dissenters alone, for he speaks of the efforts of "religious voluntaryism." Now the "religious voluntaries," or the Dissenters, have never made any approach to so presumptuous a position as to deem themselves either charged with the education of the working classes, or capable of effecting it. Educational voluntaryism spreads itself through all ecclesiastical bodies, being in none more splendid than in the Church of England itself, and is quite a different thing from "religious voluntaryism," with which Dr. M'Kerrow has palpably confounded it. If I assert that the voluntary principle is adequate to the educational wants of the community, I assert it in this sense, that, with such judicious and temporary aid as may be drawn from voluntary sources, the people, even to the poorest classes short of actual pauperism, will educate themselves. This I believe to be true; and as yet no one can prove it to be false.

Fourthly, because the voluntary principle is obviously capable of a great deal more than it has yet done. Nothing like a fair proportion of the wealth and influence of the country has yet been poured into this channel. Let the Dean of Manchester's statement concerning that city (1284) be taken for an example, and others which may be seen in the Inspectors' Reports. The fact is, that while a few individuals are in energetic action, the country at large sleeps on the subject; but it is a sleep from which they are capable of being aroused by proper measures, and from which many would promptly arouse themselves if they knew there was no longer any prospect of a school rate, or of further Government help. It is quite in the power of persons of wealth and station to give a popularity and impulse to this class of contributions, which should put them on a par with hospitals, orphan asylums, and numerous similar institutions, which are even more dependent than schools on benevolent contributions, but which no one thinks of putting on the rates. Let exertions like those by which these institutions are supported be made for schools, and especially let parties who subscribe see to it that their subscriptions are equivalent to a rate of 2 *d.* or even 3 *d.* in the pound on their property, and there would no longer be any difficulty.

4. In my examination (1623), I was asked the following question: "What stimulus is likely to be applied to voluntary agency to make it more effective for the future than it has been up to the present time in providing education"? Having at that time postponed my answer, I now give it as follows: First, I think the amount of exertion now made, and the rate at which education has been advancing, warrant the expectation of accelerated progress. Secondly, the settlement of educational controversy, if that could happily be arrived at, would set at liberty a large amount of energy for direct and more profitable employment. Thirdly, were but voluntary effort, in its widest range, established as the rule, a far more general and hearty co-operation might be expected from all classes; at present, isolation of effort and expectation of change paralyse exertion. Fourthly, the correction of the mistake to which I have referred in my answer, 1667, and the employment of the new methods indicated, would insure for exertion an augmented success. It is the lot of man to commit mistakes, and it is in the order of God's providence to make our mistakes conducive to their own correction by the inconveniences which they occasion. To adopt a course of reform would clearly be much more rational than petulantly to abandon a system of unquestionable healthiness, and of unknown energy, in consequence of our own blunders; and this is more especially true in a case in which the voluntary principle has not only been so largely developed in fact, but so studiously fostered by Parliament and the Government themselves.

IV. On Compulsory School Attendance.

1. While neither the Local nor the Secular Bill has contained any provision for compelling school attendance, the subject has repeatedly come up in the examination of the witnesses, as it is well known to have been cautiously treated by the friends of both measures out of doors. The Rev. C. Richson and Mr. Entwisle, to their honour, as I think, expressed an unqualified deprecation of it; but Dr. M'Kerrow and Mr. Bayley have declared themselves in favour of it. Upon this, it is obvious to observe that it is tantamount to a confession that the Bills as drawn, are unadapted, and will be inefficient for their purpose—a mere sentence to be passed upon them by their promoters. Further, it exposes the parties to a charge of want of candour. With all their apparent frankness, it oozes out that they have not told their whole mind; but that something lurks behind which they have been altogether afraid to put into either Bill, and which they have been afraid even to talk about, except in a whisper. It had been much more fair to have avowed this opinion at once, and to have given it a substantial embodiment.

2. The tenderness of this ground becomes manifest when the mode of practically exercising a power of coercion is approached. Mr. Bayley, after premising that "he would (he hoped) exercise such a power very discreetly, and very carefully and cautiously," (217) proposed the following plan: "I would have a discriminating Board, which might be appealed to if a parent did not give his child education," (218). I cannot think of such a Board, or, rather, of the many hundreds, or perhaps thousands, of such Boards which, on this plan, must be called into existence through the country, without a feeling of curiosity as to the rules by which the respective gentlemen, who, of course, like Mr. Bayley, would be "very cautious and discreet," would be guided in determining whether a child was duly educated or not, and whether or not sufficient reasons existed for his or her not going to school at a particular time. The attendance of numerous witnesses, and the gravity with which reading

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interesting incidents of domestic life must be gone into by the Board, could scarcely fail to elevate this into an important part of our judicial system, albeit of somewhat slow operation, and materially obstructive to industry. Should the Board ever arrive at the conclusion, however, that a certain child ought to be sent to school, Mr. Bayley has left us quite in the dark as to the means by which their decision is to be enforced; so perplexed and helpless are even wise and benevolent men, when they would transfer parental duties to other hands, and supersede the ordinances of God.

3. It was well asked of Dr. M'Kerrow (448), whether compulsory attendance on secular instruction could be separated from compulsory attendance on religious instruction. The reverend gentleman, of course, made strong and reiterated assertions that he would not have attendance on religious instruction made compulsory; but he substantially acknowledged the difficulty (444 to 452). Indeed, it seems clear that children who will not go to receive secular instruction without being compelled, will not go to receive religious instruction without being compelled; and consequently that the entire class who need compulsion will get nothing but a secular education, and be, so far as relates to religious instruction, totally destitute and abandoned, unless compelled to attend on that also. If, however, we are to begin a course of compulsory attendance on religious instruction, some very grave questions will immediately arise, both of principle and practice; since, on the one hand, it is not easy to see where it may end, and since, on the other, it is not easy to reconcile it in any form with the rights of conscience, or the possession of religious liberty.

4. It is a serious question, however, whether a system of compulsory school attendance would be tolerated in England. In answer to Question 385, "Do you think that the country at large is at all prepared for such a system"? Dr. M'Kerrow innocently answered, "I think it is to a large extent, because almost every person with whom I have had any conversation says, after having made these schools free schools, you cannot induce the children of a certain class to attend." As an explicit testimony to the inefficiency of the rate-free school scheme, these conversations may have their value, but they can go a very little way, I conceive, towards proving the acceptableness to "the country at large" of a system of compulsory school attendance. On the other hand, the Rev. H. W. Bellair, school inspector, in his Report for 1851, distinctly admits that the country is not prepared for such a system (Minutes, 1852, v. 2, p. 83); and the Rev. W. Kennedy, school inspector, whose strong leaning towards a compulsory system (1327, 1328) I observe with regret, thinks it is only "after a time" that Englishmen would be reconciled to it, and he would not introduce it at present (1329. 1399). I must do Dr. Watts the justice to note that he repudiated all idea of compulsion, except with regard to a criminal class, that of juvenile vagrants, with respect to whom I offer no objection to it. In my opinion, anything more out of harmony with English institutions, or doing greater violence to English habits and feelings, than a general system of compulsory school attendance for the working classes, can scarcely be conceived; and I think that a consciousness of its hateful character lurks under the extreme caution with which it has been spoken of.

5. But even if it were not offensive to popular feeling, there are grave objections to such a system, to which deep consideration ought to be given. A conjunction between the schoolmaster and the constable, is surely one of the most infelicitous nature. In the aspect of the school everything should be attractive, and in school instruction everything should be kind; but a system of compulsion would tend to make the school an object of dread and aversion. While at school, children should be willing to apply themselves to school exercises; but this could not be expected from children going there under coercion. In a word, a system of compulsory attendance would at once convert the school into a prison; the children so taken to it would be treated as offenders without a fault, would stand disgraced among their companions, and be in the worst possible state of mind for receiving instruction. Persuasive measures are greatly to be preferred to such a system as this.

6. Mr. Bellair, in his Report for 1851, already referred to, while repudiating the idea of compulsion, insists on the wisdom of "subjecting the uneducated to civil disabilities," and of "holding out to the educated either political or commercial rewards." I cannot agree with Mr. Bellair, for the following reasons: First, I think that "civil disabilities are essentially penal, and should be annexed only to crime. Secondly, I think that rewards of various kinds are already attached to education by the arrangements of society, and this to as great an extent as is likely to be really beneficial. Where these have no effect, rewards offered by law would have none. Thirdly, such a system must work ill, by detaching education from other attributes. Under it you might punish a worthy man because he could not read, and reward a villain because he could. Fourthly, any system of this kind would require, under the circumstances, not only a difficult, but an impossible thing—a definition of education. What the law should define as such, it would be hard to say; but this is certain, that no definition could be universally appropriate. The effect, indeed, of such an attempt would infallibly be rather to lower education than to elevate it; since the standard must be fixed at a low point lest the system should be too exclusive, and this would tend to paralyse all efforts to rise above it.

V. On the Desire for a National System of Education.

1. I am aware that there is a strong feeling in some quarters towards a national system of education of some kind, and I think it is easily accounted for. It is, in my judgment, the impatience of benevolent minds. We have been awakened by the loud cry of the deficiency of

of popular education, and are eager to supply it; so eager, that we cannot be content with judiciously accelerating the rate of our present progress, but unwisely grasp at the greatest-looking powers within our reach for instant effect. We clamour to go by the express train, instead of which we are getting into the parliamentary. This morbid affection of the public mind may safely, in my judgment, be left to effect its own cure. On the one hand, when those who now pine for it are satisfied that there really is no plan upon which a practicable system of national education can be formed, they will perhaps see the wisdom of relinquishing the attempt. On the other hand, the intensity of the feeling is not unlikely to be alleviated by the revelations of the Census of 1851, which so unexpectedly shows our rate of progress to have been so much more rapid, and our point of advance so much more considerable than had been supposed. Not only Mr. Joseph Kay, but Sir Kay Shuttleworth, and the distinguished writers, philanthropists and statesmen who have permitted themselves to be led by him, must have found this document a sensible refrigerator.

2. It has been strongly asserted that it is the duty of the Government to see to the education of the people (p. 41), but without carrying conviction to my mind. It is clear to me that one and the same thing can not, at one and the same moment, be the duty of two distinct and incompatible parties; and if this be so, then I say that the education of children cannot be the duty of the State, because it is the duty of parents; a general principle which is allowed to "pass unquestioned" by Dr. Watts himself (859). Dr. M'Kerrow says he cannot perceive "why the State should be permitted to enlighten the mind and discipline the heart of a child when he becomes a pauper, and not to save him from ignorance and vice before he becomes an inmate of a workhouse or gaol," (303). To my mind there is a reason for this, namely, that in the latter case the State is *in loco parentis*, and in the former it is not. Neither can the reverend gentleman perceive, he tells us, why the Government may support the poor, and carry on measures of sanitary improvement, and yet may not diffuse the blessings of moral and secular instruction. Here again I reply, that there are other and prior parties upon whom this last duty is charged by a supreme authority, and by one which all Governments are bound to revere; while the support of the destitute poor, and the guardianship of the public health, are social objects, for which no such providential provision has been made.

3. We have been reminded that the Government does see to the fulfilment of parental functions—those of feeding and clothing children for example—when parents neglect them (326). Now I desire nothing better than the position thus given me. First, this is practically giving up the matter in debate, by acknowledging that it is not the part of Government to take on itself parental duties, except in case of neglect by the parents themselves. Secondly, I am quite willing to allow the Government to do as to education what they do as to food and clothing. Government provides for the feeding and clothing of neglected children, only when the actual neglect, and its incurable character, are well ascertained; then sparingly and for a time, and never without endeavouring to bring back the parents themselves to the fulfilment of their duty; all these precautions being observed lest too great readiness in this matter should be a bounty on parental negligence. Let a similar course be pursued in respect of education, and I am satisfied.

4. On this subject it may be observed further, that in all cases duties and rights are correlative; what it is my duty to do to another, he has a right to demand from me. The general proposition, consequently, that it is the duty of the Government to educate the people, invokes its correlative, that the people have a right to education from the Government, and if a right to education, surely also to other things besides. I ask whether there is any more reason for the Government educating the people, than there is for putting them apprentice, and providing them with farms and trades after they are educated? The proposition seems to me to be the root of the whole system of communism; a root which, if nourished, may not be long in growing up to an inconvenient fruitfulness.

5. Much stress has been laid upon a proposition put in this form, that, as the Government must be a moral administrator, so it may be a moral teacher; and some parade has been made by Sir Kay Shuttleworth of the name of the Rev. Dr. Vaughan (because he happens to be a Dissenter, I suppose), as supporting it. I totally deny the major terms of this proposition, namely, that the Government must be a moral administrator. Lord John Russell, indeed, (Speech, p. 14), directly asserts, that "it is the great duty of the State * * * to enforce the observance of the rules of morality." This, I think, is assuming for human governments what is the exclusive prerogative of the Divine. But if this be really so, how is it that by far the greater part of our moral duties have their observance never once inquired into by Government? It is true, that some of the acts which the State punishes are breaches of the rules of morality; theft, for example; but the State punishes them, not as violations of morality, but as offences against society; else it would punish lying as well as theft, which it does not. Besides, if the State have charge of our morals, it must also have charge of our religion, out of which they spring. Lord John Russell saw this, and consistently claims for the State a right of interference in the religious as well as the moral training of the people; while Dr. Vaughan, strange to say, so far agrees with him, as to admit that "it may be the duty of Government to become a teacher of religion within certain limits." I might ask, when the intrusion is once permitted, who shall assign the limits? But I content myself with saying, that I totally differ from Dr. Vaughan, and that I believe he by no means represents the prevailing sentiment of English nonconformists. As for the religious instruction given in prisons, the reception of it, I believe, is

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optional with all criminals, except in the case of children, to whom the State stands *in loco parentis*.

6. It has been said that we are likely to risk great public mischiefs if some national system of education be not adopted, but I have never heard this proved. Ignorance and vice prevail to a certain extent, it is true, but there are no novelties in the state of England, nor is there any special hazard, that I know of, arising from them just now. I can recollect times far more adapted to inspire apprehension than the present. The advancement of popular education is undoubtedly of great importance, but there is nothing particularly important in this being effected by a national system; on the contrary, it would, in my judgment, be far more desirable that the end should be arrived at by a general parental fidelity, than by any action of the Government at all. How very little can be expected from a system of education merely as national, may be gathered from the following sentence in the Report on Popular Education, recently presented by M. Eugene Rendu to the Emperor of the French: "Germany at the present hour pauses bewildered, and smites her breast; in education as well as philosophy, she asks, 'Where am I?' This is loudly confessed."

7. There is indeed one method in which, in my opinion, the Government might very powerfully aid the education of the people; it is by abolishing the taxes on knowledge. The penny postage is believed to have given a more considerable impulse to education among the lower classes than all other causes put together; and the abolition of the taxes on knowledge, by a universal cheapening of literature and of the means of acquiring it, would act with great force in the same direction. Indeed it seems inconsistent and contradictory to avow an intense desire to get the working classes educated, and at the same time to maintain a class of imposts, which, by making education costly, render it difficult of attainment. If the first wisdom of legislators be to take taxes off bread, on the same principle, the second would be to take taxes off learning. Of the educational value of such a measure, a remarkable opinion has been given in Parliament by one of the leading advocates of the secular scheme. In the debate of April 14th, Mr. Cobden is reported to have spoken to the following effect: "After paying great attention to the question of national education, I have arrived at the deliberate conviction that, in the interest of the great mass of the people, if I could see the taxes upon knowledge removed, I would agree to abolish any grant for education given by this House. I despair, at present, of seeing an efficient system of national education carried; but give me the removal of these impediments to knowledge, and I will willingly give up all the sums now voted for education."

VI. On Denominational Schools.

1. Dr. M'Kerrow made some rather severe remarks on the denominational mode of educational effort adopted by some (but only by some) non-conformist bodies. "While it must be granted," said the reverend gentleman, "that the denominations have a right to do whatever good they please, I cannot but think that it is not the province of religious associations to interfere with secular teaching. They may just as well establish medical dispensaries or bread shops, as schools for reading, writing, and arithmetic in connexion with their places of worship," (332). Without objecting very strongly to the principle here laid down, I think the Doctor's own illustration will go far towards justifying denominational school efforts; for were "medical dispensaries and bread shops" as rare and as difficult to be provided as schools for the working classes once were, there is not a church or chapel in England but would have been commended for annexing one of each to its vestry.

2. Other objections which have been adduced to denominational schools appear to me of little force. Dr. M'Kerrow alleged that they "virtually enforce religious instruction," (332). They do nothing more, however, than bring an education of a definite and well-known kind into the market, and take such a stand as the quality and acceptableness of the article may acquire for them. If any party would establish better or more acceptable schools, these would soon be beaten out of the field; and even if there were anything in their character to regret (of which, in my opinion, there is not very much) this would be the only fair way of remedying the evil. When it is insinuated that denominational schools are nurseries of bigotry and uncharitableness, injustice is done them. Generally speaking, non-conformist schools are conducted in an eminently catholic spirit, tenacious indeed of the great doctrines of Christianity, but paying little regard to sentiments by which evangelical communions are distinguished from one another. There is some injustice in the remark of Dr. Watts (not unnatural to him as a looker-on) that "the object of the Congregational Board of Education is to keep up nurseries for non-conforming churches," (886). The institution of that Board was an act of self-defence, at a period when, without some effort to secure freedom of instruction, it seemed likely that the entire education of the country would be thrown into the hands of the Established Church. For an account of the constitution and operations of this Board, *see* Appendix, p. 248.

3. I am not, however, in favour of denominational schools, of which it is plain there never can be any general system. I should suppose, indeed, that a general system of denominational schools has never been thought of by any person; nor do I look to the perpetuation and extension of denominational school effort. I do not wish popular education to be (as Sir Kay Shuttleworth phrases it) "in the hands of the religious communions." On the contrary, what I wish to see is the self-education of the working classes,

or

or parents everywhere attending to the education of their own children; and under such circumstances I should be most happy to witness the dissolution of all the educational societies which religious communions have formed, and which, for the time, have been of such great advantage.

4. I have only to add on this subject a short but very interesting extract from the Report of the Rev. J. D. Morell, school inspector, for 1850, in relation to a germ of educational action of a general kind, and of great promise. "There is gradually developing," says Mr. Morell, "in the midst of the merchant and manufacturing interests, as well as amongst the working classes themselves, a deep and honest interest in the educational problem of the country, which must ere long claim an equal attention and respect with the efforts of religious communities. I have on various occasions been invited to inspect educational institutions far more complete than any upon my present list of schools, which have arisen from the efforts of the people (aided and abetted by their employers) to elevate themselves in the scale of intelligence. These efforts are assuredly the commencement of an educational movement which is destined to play no inconsiderable part in the future." —Minutes 1851, v. ii, p. 620.

VII. On the Government Measure.

1. The Government measure, taken as a whole, must be regarded as developed in two portions; first, the bill for promoting education in cities and boroughs, and secondly, the Minutes of April 2d, for a similar purpose in rural districts and unincorporated towns. To the whole, the standing, and in my mind the insuperable objection exists, that it is carrying out, and to a much greater extent than heretofore, the application of public money to religious teaching, and to religious teaching of various and contradictory kinds.

2. Neither from the Bill, nor from the Minutes, nor from the speech of Lord John Russell, is the object of the Government measure deducible; it stands as a mere plan for increasing the income of schools for some purpose unexpressed. The work of Sir Kay Shuttleworth, however, (p. 300 *seq.*) affords the required explanation. It is there stated that the Government measure is strictly an appendix to the celebrated Minutes of 1846, providing for the appointment and subsequent training of pupil teachers, and that the raising of school incomes is intended to enable schools whose income is now too small to avail themselves of the advantages held out by these Minutes. It thus appears that the Government has not been directing its attention to the alleged deficiency in the amount of education in the country, or to any measures for increasing school attendance, or, in a word, to any of the matters which have so deeply interested the Manchester educationists of both classes; but, ignoring these, it has bent itself exclusively (with two exceptions) to improving the quality of education by extending the system of pupil teachers. It is difficult to say, perhaps, how far this may be taken as indicating a difference of opinion on the part of the Government from the parties to whose views the attention of this Committee has been chiefly directed.

3. The question thus raised relates in part to the value of the pupil teacher system itself, of which the Government seem to be highly enamoured. I do not sympathise with them, however; I think, on the contrary, that there are already in that system budding evils of no slight importance, and destined to a more serious development, while very little credit can be won for it by the meagre array of testimonies in the Appendix to the volume of Sir Kay Shuttleworth.

4. The method in which the system is to be extended allows of more positive remark. It is, speaking generally, by an augmentation of school incomes out of public money. This, if it stood alone, would bear very hard upon all schools relying exclusively on voluntary effort, (including under that term both children's pence and benevolent contributions), inasmuch as it would produce an arbitrary and artificial rise in the cost of scholastic labour, which would no longer be left, as in common with all commodities it should be, to find its value in the market. At the same time, however, that the Government measure would make school teaching artificially dear, it would materially diminish the resources out of which it is to be paid for; since, both by the Minute and the Bill, it is enough to give a title to the capitation grant if the parent of the child pay one penny per week. This is one of the heaviest blows at voluntary educational effort which could possibly be struck; for at present an immense multitude of children pay more than a penny; many of them three or four times as much; and their doing so is of vital necessity to the educational efforts which are in progress; but this regulation will have a direct tendency to make a penny the normal and maximum payment, and so to destroy, without compensation, a large part of this most salutary and important school income. It would seem as though all schools must suffer from this unwise and pernicious proposal, but on exclusively voluntary schools its influence will be not only severe, but in all probability annihilating. Nor is this the whole of the mischief to be apprehended. For, the sum now accruing from children's pence being reduced, the sum required from benevolent contributions will be increased; while, at the same moment, the general taxation is augmented, and a system of local taxation is begun, by which both the means and the inclination for benevolent contributions will be seriously impaired. It is, of course, necessary to give Lord John Russell credit for his professed desire, not only to keep the system of voluntary educational effort unharmed, but to foster its growth; and doing so, I cannot but think he has permitted

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himself to be led to the adoption of a measure of the real influence of which he is no aware. Voluntary educationists have never had reason to reckon Sir Kay Shuttle wort among their friends; and they would feel extreme regret if their efforts should receiv a blow from the hand of Lord John Russell which should constrain them to reckon him among their greatest enemies.

5. The proposal of a school rate as embodied in the Government Bill is, of course, objectionable to me; but of the principle of a school-rate enough has already been said by others. And without going into further detail, I shall content myself with observing that it seems exceedingly undesirable and inconsistent to throw a religious question—for such, in the view of the Government, the question of education is—into the hands of civil corporations, and thus to give to the entire municipal system of England a *quasi*-ecclesiastical character.

6. I further notice the immense stride which the Government measure makes towards bringing the entire education of the country under the virtual control of the Government itself, and the enormous amount of political influence and patronage which is being brought into the hands of the Committee of Council. This state of things is, in my judgment, constitutionally vicious, unhealthy for the body politic, and dangerous to liberty; and rather than it should be consolidated and extended, I would, even if I thought it would offer some impediment to education, which I do not, unspeakably prefer the entire extinction of the Committee of Council, and the abandonment of State educational aid.

REMARKS on various Views of Secular Education, taken by public Writers.
By *J. H. Hinton*, M. A.

I.

The following EXTRACTS are taken from an Article on Secular Education, in the "Westminster Review" for July 1852.

"WE divide education into two branches: first, Instruction in religious truth, and training to act in conformity with it: secondly, Instruction in the objects and agencies of nature, and in their influence on temporal well-being. The leading aim of Bible religious instruction is to communicate such principles of faith and practice as may insure the salvation and happiness of the individual in the life to come. That of secular instruction is to impart such knowledge and habits of action as may conduce to well-being in the world in which we now live. We propose to disjoin these two branches." p. 17.

"What then should be taught in the schools for the people? The general reform now needed is, to teach, first, things that exist; secondly, their modes of action; thirdly, the nature of man; fourthly, how the elements of nature are adapted to the human mind and body, and how their action gives rise to most of the pleasures and pains of life. And lastly, in every step of this instruction we should direct the emotional faculties of wonder, reverence, benevolence, conscientiousness, and the love of the beautiful, to God as the author of all, and train these faculties practically to the faith, that, in conforming to His laws, we are paying Him the highest homage that can be offered by a rational being to his Creator; and at the same time expanding, elevating, and improving our own minds. Under such a system of instruction and training, the laws of nature, by which health and disease, poverty and riches, honour and disgrace, and every other worldly enjoyment or suffering are produced, would become the finger-posts and trumpet tongues of Providence, warning the people that 'in this direction lies happiness, in that, misery;' and we may hope that if comprehended to be divine enunciations, and taught and reverenced as such from infancy, they would produce practical effects on conduct, if man be really a rational being. Indeed, until he shall be so instructed and trained, and until he shall thus regulate his conduct, he will never exhibit the true characteristics of a rational creature; and when he has done so for a few generations, he will find himself in a state of civilization and well-being, such as, in his present circumstances, he cannot believe ever to be attainable." p. 14.

On these extracts I make the following remarks:—

In the first place, I cannot admit the alleged and exclusive reference of religious instruction to the happiness of the life to come. The Bible itself declares that godliness has "the promise of the life that now is, as well as of that which is to come." 1 Tim. iii. 8. And if it be true that "the leading aim" of the Bible is to prepare for the future, it is also true that it sheds an influence on the present fully proportioned to its comparative importance. Its numerous precepts alone are enough to prove this. In the second place, I cannot admit the efficacy of the instruction proposed to be given to secure men's present welfare. Secular instruction is here defined to be "instruction in the objects and agencies of nature." "The grand reform now needed," we are assured, "is to teach, first, things that exist; secondly, their modes of action; thirdly, the nature of man; fourthly, how the elements of nature are adapted to the human mind and body, and how their action gives rise to most of the pleasures and pains of life; and lastly, that God is the Author of all, and that in conforming to these His laws, we are paying Him the highest homage that can be offered by a rational being to his Creator." I do not care to lay stress upon the observation that, in speaking of the "highest

"highest homage which can be rendered by a creature to its Creator," the writer is going beyond "the objects and agencies of nature," and entering far into the department of doctrinal religion; or upon the fact that the benefits expected are to be of sorrowfully slow growth, since they are not to be realised until after the lapse of "a few generations." I regard the whole system as incompetent to secure the temporal happiness of mankind, even in a thousand generations. It is an inadequate and false philosophy to say that "the elements of nature give rise to most of the pleasures and pains of life;" since every man's consciousness will tell him that the most important, if not the most numerous of his pleasures and pains, arise from the state and exercises of his own mind, for the right discipline of which this scheme makes no provision; nor is there any provision here for the cultivation of virtue, which is, I conceive, of far greater importance to the happiness both of the individual and of society, than mere material prosperity. Moral sentiments and influences are totally passed by. The entire creed here to be taught is, that the elements of nature and the human frame are in certain ways adapted to each other, that God is the author of these adaptations, and that to observe them is the best homage which can be rendered to Him. Can a virtuous character spring out of such considerations? Even the writer does not pretend this civilization and advancement are all he ventures to predict from it. Moral obligation, with its grounds, authority, and sanctions; the sense of duty, the primary conceptions of right and wrong, together with the sense of gratitude to God, as not the Creator only, but the constant benefactor of his creatures, and the administrator of a supreme and benign Providence; all these topics are totally ignored; yet these, if I mistake not, are the true seeds of virtue, and virtue is the essential element of happiness, whether present or future.

II.

Extracts from the First Annual Report of the Williams's Secular School, Edinburgh.

"The promoters of the school desire to leave to the parents themselves, or to such special religious preceptors as they may select, the teaching of doctrines relating to the supernatural world; and it is here that they would draw definitely the line between secular and spiritual instruction." p. 4.

"The object of the school thus includes the training of all the faculties, animal, moral, religious, and intellectual; but in order to avoid the difficulties arising from differences of opinion among the various sects on points of religious doctrine, the department of dogmatic spiritual instruction is not undertaken, the teaching being confined to matters that are purely secular, or relating to this world and its duties only." p. 3.

"In the lessons on the physical sciences, they are taught the laws by which the creative intelligence is governing and sustaining the physical universe; in the physiological lessons, they learn the conditions upon which He permits organised beings to enjoy life and health; and in the phrenological lessons, although these cannot teach them what is the essential nature of thought and sentiment, they find an exposition of the organic conditions upon which the manifestations of the intellectual and affective faculties depend; they learn that the moral as well as the physical world has been created with a fixed and definite constitution; the laws of which we may study, and thereby learn much of the will of the Creator concerning our moral conduct. These laws, as far as the progress of science has yet developed them, are taught, by examining the elementary faculties, the action of which produces all our impulses, emotions, and ideas; how these powers may be abused and misdirected, and thus be in discord with each other, and the world without; which discord is vice, and leads to misery; and how they may be rightly used and well directed, so as to be in harmony with each other and all things; which harmony is virtue, and tends to happiness." p. 9.

My remarks on this passage are these:—No such distinction can be carried out as is here drawn between the natural and supernatural world. The idea of God, if I understand it rightly, belongs, not to the natural world, but to the supernatural; and yet it is declared to be the object of the promoters of this school to connect all natural objects with God in the minds of the children, and to impress them with the conviction "that every truth which science teaches is a revelation of God's will," (p. 9.) This, I submit, is very intimately blending the natural and supernatural worlds together. Further, the system of instruction in this school is based upon a theory of man and of morals, not only distinct from Christianity, but hostile to it. It gives "phrenological lessons," and teaches that the action of the elementary faculties produces all our impulses, emotions, and ideas, (p. 9.) which is materialism. It teaches also that for the human powers "to be in discord with each other, and the world without, is vice;" and that for them "to be in harmony with each other, and with all things, is virtue;" a theory of virtue by which all moral distinctions are absolutely thrown aside. This theory of man and of morals is essentially antiscriptural, and stands in irreconcileable opposition to the instruction which will be communicated to the children by any class of religionists taking the Bible as their text book. This is nothing less than systematic infidelity, under the mask of secular instruction.

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III.

To the Report above referred to, is appended a paper by the late Dr. Andrew Combe, and extracted from his Life and Correspondence. From this paper I take the following passage:—

"Conscious of the immense power of the religious sentiments in the human mind, and of the impossibility of separating them without violence from their vital union with moralities, I have all along felt that the plan of excluding religion from education was inherently a defective one, which would not continue to hold its place against the assaults of reason and truth. In the past position of the question, it was the best which could be followed, and was defensible as the smallest of several evils among which society was compelled to choose. As such, I still advocate and defend it; but I think it important that it should be defended and advocated on its true grounds, and not as in itself proper and desirable. Instead, therefore, of recommending the separation of secular from religious instruction, as in themselves distinct, I would adopt the true grounds, and say in answer to the wish of some to make all education religious, say, 'Yes, I agree with you entirely, that all education must be based on religion, and that the authority of God should be recognised by us all as the only infallible standard in everything; but, that we may know what we are talking about, let us understand distinctly what each of us means by religion.'" p. 1.

Dr. Combe then divides religion into two parts, that concerning which people differ, and that concerning which they agree, and says he will teach the latter. When this residuum is inquired for, it consists, according to him, in scientific knowledge, which in its very nature "is inherently religious, and tends back to God at every step, and to his will as the rule of our happiness." (p. 10.) Upon this view of the case, I observe, first, that Dr. Combe fairly gives up the principle of a secular or non-religious education, as a plan which is "inherently defective, and cannot continue to hold its place against the assaults of reason and truth." Secondly, that if the residuary notions in which all persons agree, were what he represents them, such an education could not, in any fair sense of the term, be called religious. And thirdly, that there are absolutely no residuary notions in which all do agree, as he can most satisfactorily learn from his coadjutor, Mr. Holyoake, who does not admit that there is any sufficient proof of the existence of a God.

I do not exhibit these differences of opinion among the advocates of secular education in order to condemn them, since it is quite possible that one or other of them may be right, though they cannot all be so; still less do I do it with any feeling of objection to any or all of these modifications of the system being carried out by private parties at their own cost, or by voluntary aid; since, under a system of free action, errors and eccentricities may be expected to neutralise each other; but I do it in order to show that the most earnest and enlightened advocates of the system have not, and cannot, put it into any definite and consistent shape. It is plain that under the simple and somewhat attractive name of secular education, we should have, not, as the simple might suppose, schools for teaching writing, arithmetic, geography, and needlework; nor, according to Dr. M'Kerrow, schools for teaching everything in religion that is not sectarian; but schools leavened with all sorts of moral and philosophical theories, beginning with the atheistic and ascending to the deistic. Beyond this latter, however, we should never get; for while all such theories have ample licence, Christianity, and Christianity alone, is to be excluded. I cannot but think that such schools would be to a great extent nurseries of irreligion and infidelity; and that they should be made the type of a national system, would, in my opinion, constitute one of the severest blows which could be struck at our national happiness and well-being.

THE CONGREGATIONAL BOARD OF EDUCATION.

LETTER from the Rev. *William J. Unwin*, M.A., Principal of Homerton College, in reference to the Objects and Operations of the Congregational Board of Education, addressed to the Rev. *John Howard Hinton*, M.A.

My dear Sir, Homerton College, Homerton, April 27, 1853.

THE Congregational Board of Education was formed at the close of 1843, to stimulate the congregational churches to increased efforts for the advancement of popular education. It was resolved to raise by contributions, spread over five years, a considerable sum for the erection of school buildings, the establishment of new schools, and the improvement of those already existing.

From returns obtained in 1848, it appears that upwards of 130,000 *l.*, exclusive of subscriptions, towards the annual expenses of schools, was contributed in consequence of the scheme originated in 1843, and there is every reason to believe that considerable sums were appropriated to local objects of which no account was rendered. This effort was strictly supplementary to those in which the congregational body had been for many years engaged, and in which they are still engaged, either in connexion with other religious bodies or by distinct action. In 1846, the attention of the Board was directed to the subject of training teachers, as the most effective method of promoting the extension and improvement of primary

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mary instruction, and an institution was commenced for female teachers. In 1848, another institution for male teachers was opened, of which, after conference with the Board, I accepted the principalship. In undertaking this office I was influenced by a strong desire to bring into operation certain principles which I had conceived to be essential to the success of an educational enterprise. These had reference to the training of the teacher, the character of the religious element in the training of the young, and the methods by which the voluntary principle in education might be rendered most efficient.

I. *The Training of the Teacher.*

With few exceptions the teachers employed in schools sustained wholly, or in part, by congregationalists, had received their training at the normal schools of the British and Foreign School Society. The term of preparation was extremely limited, and the object chiefly contemplated was to furnish instruction in the art of teaching. The altered state of society demanding an education of a higher character than was designed by the original promoters of popular schools, made it obvious that the educator should acquire a considerable amount of knowledge, as well as facility in its communication. It was therefore resolved, that in no case should the term of training be less than twelve months; and a course of instruction was adopted which should not only involve the acquisition of knowledge in the several departments of elementary instruction, but such a discipline of the mind as would give fair promise of a vigorous prosecution of intellectual pursuits in after life. The results attained have not only justified the course taken, but compelled the conviction that a considerable extension of the term of training is imperatively demanded. In intimate connexion with the training of the teacher, however, is the careful selection of suitable candidates. A work in itself laborious, and connected with much that is discouraging, will never be pursued with the ardour essential to success by any whose minds are not stimulated by religious motives. Hence to this point special attention has been directed, no one having been received whose principles and character, and earnest love of teaching, as a means of usefulness, have not been attested by those who have had opportunities of forming a correct estimate of his character.

II. *The Character of the Religious Element in Education.*

On this point it may be most satisfactory to quote certain passages which I have at different times published, and which exhibit what has not been the object aimed at, as well as what is regarded as of paramount importance. In an inaugural discourse delivered in 1849, at the opening of a practising school, the following passage occurs:—

"Religious Education.—This is effected by the exposition of Scripture truth, by the maintenance of a religious tone in the operations of the school, and by an increasing care to give strength to the convictions of conscience, and so nourish devout feeling.

"In regard to the character of the teaching, it ought not to be so general as not to involve the distinctive truths of revelation. No satisfaction can be afforded by vague generalities. It is positive truth alone that is adapted to the necessities of our nature. To practise any reserve in reference to what is vital in Christianity, is to give the children a stone when they ask for bread.

"On the other hand, religious instruction should involve no denominational peculiarities. From this it has been our proud boast that our schools have been free. Let any one inspect them, examine the books used, and listen to the sentiments inculcated, and he will find nothing to indicate the peculiar opinions of those by whom they are sustained. Let it be our aim to impart a clearness of vision which may distinguish shadows from substances, to create the love of truth, and a simplicity of heart which will embrace the true and hate the false; to secure the conscience its rightful supremacy; to inspire a moral courage and an indomitable will, that may bear up against the infinite complications of passions within, and influences without; let the authority of Scripture, and the right of private judgment be upheld; and let it be seen that we ourselves are not so anxious 'to have Scripture on our side as to be on the side of Scripture;' and all that is desirable is attained. Brought up in these principles, we may wait the verdict they will, in riper years, pronounce on our practices and polity, rejoicing that what is erroneous in them will be abandoned, and whatever true held with a steadfastness which no severity of trial can shake."

In 1851, I addressed a confidential letter to the students who had been under my care, and who had entered on their work, and in reference to the religious element in education the following sentiments are expressed:—

"The religious teaching should always be imparted by yourself, and form, as far as possible, a serious devotional exercise. The early part of the morning, when attention is most easily secured, furnishes the best time, and none of the children should be occupied with secular pursuits during the time devoted to religious instruction. Commence every day with a short, suitable prayer, after which a portion of Holy Scripture should be read in the hearing of the whole school, sometimes by yourself to the children, at other times by the children who can read with tolerable fluency, to you. This not being intended as a reading lesson, defects of elocution, which at another time would be corrected, may be overlooked; and you cannot too frequently remind your pupils that their benefit is dependent on a perception of the meaning of what is read, and a distinct realisation that God is speaking to them in his word.

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" Besides the direct religious teaching of the school, you have large opportunities of influencing the minds of your youthful charge by indirect means. The value of this cannot be exaggerated, and a faithful teacher will, in connection with all pursuits, keep in view the culture of the moral affections and religious susceptibilities. The growth or decline of our powers depends upon a fixed law. They grow by exercise, and they lose tone and vigour by inaction. This is no less true of the moral, than of the physical and intellectual part of our nature. The question, then, is all-important—by what means can these be properly exercised? Surely, by the employment of right motives; and in the education of the young it is not too much to say, that motives are everything. Now, in the school-room and in the play-ground, character is perpetually forming for good or evil; at all times and in connection with all duties, manifold occasions occur for exercising the moral faculties by the presentation of proper motives, and therefore secular and religious education, like the warp and the woof, must go together, and no opportunity of appealing to the conscience of a child be neglected. Our youth, thus trained, will grow up with a conviction that religion is not a thing of places and times, but a life, a character, that which should underlie all the powers of the mind, mingle with the pursuits of every-day life, and be exhibited, not only in the sanctuary and in the closet, but by the poor man in his daily toil, and by the rich man amid the activities of business, or the dazzling scenes of human greatness. Never stimulate to the performance of actions externally right, by motives intrinsically wrong. A child thus influenced will become morally diseased. As Christians, alive to your responsibility to God, you cannot make use of inferior means when more powerful are within your reach, or dispense with the stronger and the right motive, and have recourse to the weaker and the wrong; but you will desiderate that conscience should prompt to duty; and the 'fear of God, which is the beginning of wisdom,' be the mainspring of action. Acting on these principles, the results of your labours will be of the highest worth. Yours will be the blessedness of him who 'sows beside all waters;' though your faith may be tried by disappointments, and you go forth to your work 'weeping, bearing precious seed,' you will 'doubtless come again with rejoicing, bringing your sheaves with you;' and as the objects of your daily care rise up in life, it will be manifest, by the skill with which they ward off the shafts of infidelity,—by the firmness with which they adhere to the truth,—and by the consecration of their lives to the service of God, that your culture has not been in vain, and they will stand forth as living witnesses to the fidelity of Him who hath said, 'Train up a child in the way he should go, and when he is old he will not depart from it.'"

III. *The Methods by which the Voluntary Principle in Education may be rendered more Efficient.*

1. The Mode of Remunerating the Teacher.

The teacher is ordinarily remunerated by a fixed salary, the committee taking the entire responsibility of the school. For this I have proposed to substitute the following arrangement: that the teacher should receive the school fees, and from the committee a fixed sum, varying according to the circumstances of the locality in which the school is situated; that when a certain amount is thus realized, say 90 *l.* or 100 *l.*, one-third of the surplus should be retained by the teacher, and two-thirds revert to the committee for the improvement of the school.

The following considerations have induced me to adopt this plan:—

(a) It supplies the teacher with the same stimulus to exertion which is felt in all other walks of life.

(b) It brings the teacher into closer relation to the parents and promotes that mutual co-operation which is essential to success.

(c) By identifying the interests of the teacher with the prosperity of the school, it secures attention to those minute details of which no superintendence of the committee, nor any form of inspection can take cognizance, and the disregard of which is the most frequent cause of failure.

To elevate the position of teachers, and to secure for them a better support, are objects of great importance. These can only be reached by subjecting them to some free competition, under which excellence will be assured of its reward. They ought not to be either so controlled by committees, or so supported by societies, as to reduce them to be the recipients of a fixed stipend, for the performance of a fixed routine. So long as this system obtains, their vocation will awaken no enthusiasm, and the perfunctory discharge of duty will be but slightly checked. They should have scope for developing personal qualities and plans, and reap the fruit of their earnest devotedness to their profession.

2. The Relation of Parents to the School.

The instruction of children is primarily a parental duty. Benevolent efforts have too much overlooked this. In arrangements to promote the education of the people, the duty of the parent should be made most prominent. Hence it is not only desirable that the teacher should be placed in a position which will necessitate his enlisting the sympathy and co-operation of parents, but parents should be led to see, that no wish is entertained to take out of their hands the most sacred of all duties. I have therefore recommended that measures should be adopted to induce parents to associate themselves with the committee in the management and superintendence

intendence of the school. This plan was, on my recommendation, adopted at Witham, Essex, to which a teacher was sent August 1849. At a meeting of parents they were invited to elect five of their number to act with the committee. The school, which was then in a very depressed state, and carried on at a large cost, has, since this period, greatly improved, the parents have been greatly interested, and the institution is no longer burdensome to its supporters, whilst the teacher realises a larger salary than his predecessors received.

The following communications on the practical working of the plan proposed have been received from the teacher and secretary of the school referred to.

Dear Sir, Witham, April 1, 1853.

Soon after I entered on my labours at Witham in 1849, a meeting of the parents of the children taught in my school was convened, to take into consideration the propriety of electing annually a number of the parents as members of the committee, in order, if possible, to induce them to take a deeper interest in the education of their children. They seemed pleased with the idea, and chose five of their number as members of the committee. Hitherto the plan has worked well, and I have no doubt will continue to do so. I am fully persuaded, that if the plan were generally adopted, much good would result. One feature of the plan has been a source of great encouragement and comfort to me,—the annual meeting of the parents. On this occasion they have expressed their satisfaction with the plans of teaching and the education given. From the experience I have had, I am convinced, that the more parents and teachers understand each other, the more efficient our schools will become.

I am, &c.,

E. Bailey,

Teacher of the School.

Extract of a Letter from the Secretary of the School.

As I have before informed you, the plan answers our expectations; some of the parents are present at our committee meetings, know the working of the school, the way in which money is provided to make up the amount they are unable to supply for the education of their children; the annual meeting to elect some of their number on the committee interests them in the school; impresses them with the feeling that the business is theirs of knowing that they have a suitable education provided for their families; and they are brought into more close contact with the teachers. You will learn from Mr. Bailey that he finds it facilitate his operations, and that the parents appreciate his endeavours to benefit their children; more and more, I have no doubt, he becomes increasingly interested in the work, from the pleasant intercourse he has with some of the friends of the children I have written hastily rather than not at all, but you will from this have my opinion of the benefit of this arrangement.

I am, &c.

William Butler,

Secretary to the School.

3. The Purchase of Books by the Children.

This plan has been strongly urged as alike practicable and desirable. Where it is carried out, the annual expenditure of the school is diminished; facilities are afforded for home exercises, by which the education of the school is greatly improved, and the interest of parents in the progress of their children is excited. The teacher must be prepared to take some trouble in carrying out this object, but the advantages he will reap will prove an ample recompense.

4. The Union in the School of different Classes.

This is a distinguishing feature in the "King's Somborne School," where the child of the labourer, the farmer, and the medical practitioner mingle without distinction. Such an arrangement may not be everywhere practicable; but a superior education will attract children of parents whose position in society varies considerably; and in any new effort, if care is taken to secure the children of parents in better circumstances, the poorer will generally make a strenuous effort for advantages which are held in such estimation. "The classes above the labourer," writes the Dean of Hereford, in his account of the King's Somborne School, "would always have the advantage of being able to send their children to school to a greater age, and thus they would come out into the world, in point of education, in advance of those who in the social chain stand below them. In the school here there is no difference whatever, either in the instruction or in the treatment of the children, arising from one class paying more than another; everything works and harmonises well, on the principle of those who are able to do so sending their children for a longer period. One great objection to a plan of educating the poor, as a class entirely apart from their fellowmen, is, that it assumes them to be paupers as to one of the most important wants of life; for, certainly, next to food, clothing, and shelter, education is the most important. Why should all the world preach, and talk, and declaim against pauperism, and then show, by the plans which they adopt, that, in respect to education, it must be assumed, as a principle, that the whole of the labouring class are paupers? Why disconnect these adjoining and important links in the social chain—the very mainstay and support of the whole fabric—when they might be united by a much stronger tie than any which holds them together at present—that of an education in common? Their wants are alike in this respect, and the system of education in the class of life immediately above the labourer is quite as defective, and a better system quite as much wanted as for the labouring class; and the present would

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appear to be a favourable time, when a system uniting the two might be attempted with success."

5. The Character of the Education imparted.

1. The instruction imparted should be practical; closely related to the future prospects of the child. There are certain things which even the most imperfectly educated appreciate, and if the co-operation of parents is to be sought, if they are expected to make sacrifices for the education of their children, their views must be met. Hence my advice to a teacher is—satisfy the notion parents have as to what is necessary, and thus gain their confidence, and then add as much as it may be in your power to supply.

2. The teacher himself should impart as large an amount of instruction as circumstances admit. The method by which a teacher had simply to control a certain mechanical arrangement, devolving on a subordinate and ill-qualified agency, the communication of knowledge, is thoroughly repudiated by the common sense of the people. Hence it is one of the principal features in the course of training employed to induce the conviction that a teacher's success will mainly depend on the amount of his direct contact with his scholars, and the school methods adopted are framed to secure this object to the greatest possible extent.

6. Higher Payments.

That there exists amongst the poor a strong desire for the education of their children, and that they are willing to pay a higher price for an article of greater value, is a fact verified by abundant evidence. In a large number of schools of long standing, to which our teachers have been sent, the fees have been raised, and in each the attendance has increased. In the new schools, a higher scale of charges than is usual has been adopted, and it is believed that as many have availed themselves of the advantages offered, as would have done so had the fees been lower.

It is said that in seeking to render schools more self-supporting, the children of the poor are excluded from schools specially designed for them. We ask:

1. Is the increased rate of school payment now sought, when viewed in relation to the improved circumstances of the poor, and particularly in relation to the very greatly extended desire for education, a greater obstacle than was formerly the adoption of a school fee in preference to a free education? The arguments so skilfully used at the period to which we refer, are quite adequate to meet the objection with which we have now to contend.

2. Does a higher rate of payment render it impossible for the friends of education in any locality to aid those who desire education for their children and cannot procure it? The diminished cost of the school, arising from the larger payments of those who are willing and able to be independent of charity in reference to the education of their children, will surely liberate a large amount of money, now uselessly expended, for the benevolent purpose referred to.

3. Where higher payments have been secured, have the poor been thereby excluded? Has a different class of children occupied such schools? All my inquiries, and they have not been few, warrant a direct contradiction to such statements,—and as, in reference to all the points of the educational controversy, we can only rely on the evidence of well-ascertained facts, we urge a careful observation of what is the working of the plan, and we have no fear as to the result. The great difficulty, in reference to the poorest class of our English society, is indifference; and whether to offer education without payment would remove this sad indifference, is left for the candid to determine.

7. Schools for the Education of Boys and Girls together.

The education of boys and girls together has been advocated as involving important educational advantages. Of late years, notwithstanding the force of considerable prejudice, the practice has been extensively adopted. In meeting the difficulties of thinly populated districts, this plan is of great value, enabling the friends of education to establish one efficient school, where two could scarcely be sustained. In connexion with this arrangement, it is found that a thoroughly qualified mistress may be employed with great advantage, securing an education of a higher order than has been ordinarily accessible, while the cost is comparatively trifling.

These principles have in the Training Institution for Male Teachers been carried out, as far as circumstances have permitted. Though in all cases it has not been found possible to induce local committees to act out these principles; and though in any number of teachers passing through an institution there will be great varieties of mental power and general adaptation to their work, the following results are adduced as evidence that the voluntary principle, wisely worked, may produce results much greater than have been hitherto attained. It must also be borne in mind that if there had been a free competition, and our teachers had not had to contend with schools largely assisted by the State, they would have occupied a position much more favourable to the carrying out of the principles to which I have referred. Notwithstanding the disadvantages with which they have had to contend, from a cheerful adherence to a sense of duty, they have been as a class well sustained, and they have

have the satisfaction of knowing that a larger portion of their salaries is derived from the parents whose children they instruct.

YEAR Ending March	Number of Schools.	Number of Children in Attendance.	Average for each School.	Average Salary.
				£. s. d.
1850	15	1,241	82	68 10 5
1851	29	2,328	80	70 – –
1852	38	3,532	93	75 9 2
1853	44	3,914	88	73 10 6

The above Table includes all appointments prior to the 1st of January in each year. On this account, the average is lower than will be realised after the expiration of a short time, as by the mode of payment adopted, the teachers do not at first reap all the fruits of their efforts. The average salary of teachers who have been engaged from one year and upwards is considerably higher. These schools which furnish the proper criterion of the plans adopted, give the following results :

Number of Schools.	Average Attendance.	Average Salary.
		£. s. d.
28	2,881	77 17 –

	£. s. d.	£. s. d.
The Cost of these Schools is—		
Teachers' Salaries	2,179 16 4	
Assistant Teachers	697 18 6	
Incidental Expenses	317 6 6	
Books	289 8 6½	
		3,484 9 10½
Paid by the Parents:		
School Fees	2,019 11 9½	
Books	289 8 6½	
		2,309 – 4
Paid by Friends of Education in aid of parental efforts	£.	1,175 9 6½

The Board has trained 53 female teachers engaged in schools, having under their care an average attendance of 4,800 children. As, however, the plans referred to in this paper have not been applied to these schools, it having been judged expedient to test their value in the first instance in the schools conducted by the male teachers, it is not deemed necessary to furnish minute particulars. The results which have been secured are deemed sufficiently satisfactory to apply these plans henceforth to the schools to which the female teachers will be appointed.

The operations conducted by the Board in uniformity with the plans enumerated on this paper satisfactorily prove,—the willingness of parents to provide for the education of their children ; the possibility of reducing the present cost of elementary schools to their benevolent supporters, by inducing the parents of the children to take greater interest in them, and to pay a larger proportion of the expense; the value that is to be derived from raising the qualifications of the teacher, by enlisting in the service of teaching, men of earnest religious principle, and of establishing between them and the parents of the children they instruct, an intimate connexion; and the important fact that teachers acting on these principles are securing as high an average salary as those who are partly dependent on the aid of the State.

In conclusion, it may be desirable to point out the relation in which the Congregational Board stands to the general efforts of the Congregational body, for the advancement of education. It does not comprehend, in its Report, local efforts for the support and establishment of schools; one of its fundamental rules being, "that local committees should act independently." Much less can it be regarded as comprehensive of the efforts of the friends of voluntary education belonging to the different sections of the Church. To take the income of the Board, as indicating the extent of effort by those who hold the voluntary principle, is as unreasonable as it would be to quote the income of a society for promoting home missionary operations in connexion with any religious denomination, as representing all that this denomination was doing for the spread of religion throughout the country. Religious

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communities acting connexionally, as the Wesleyan Methodist denomination, can easily furnish a return of what is accomplished for any particular object undertaken, but the independent action of the Congregational churches renders this impossible.

The amount raised at the formation of the Congregational Board of Education, nearly all of which was appropriated by the donors to the improvement or establishment of schools in their own localities, indicates the extent of educational efforts in the denomination,* while it is obvious that a demand for an annual supply of 50 teachers, proves that exertions for the instruction of the community are still well sustained. It is moreover well known that many schools belonging to the Congregational body are carried on by teachers who had entered on their work before the establishment of a training institution by the Board. Till recently the Congregational body had acted almost universally in connexion with the members of other religious bodies, and to a considerable extent this practice still obtains.

The Congregational Board of Education exists to train teachers for initiatory or infant and juvenile schools; to exhibit in its model schools the most improved methods of instruction and training; to offer suggestions and advice to parties establishing or supporting schools, and generally to stimulate the denomination from which it derives its income to increased efforts for the improvement and extension of primary education. In addition to 130,000 *l.* raised at its formation, during the four years ending March 1853, upwards of 11,000 *l.* have been raised to meet its annual expenditure, and nearly 12,000 *l.* for the purchase and adaptation of Homerton College as a training institution.

I am, &c.

To the Rev. John Howard Hinton, M.A., London. (signed) *W. J. Unwin*, Principal.

COUNTY.	Amount of Money expended by Congregationalists towards the building and fitting-up of new Day-schools, including also Desks, Forms, and other Materials, Purchase of Land, and Law Expenses, since Midsummer, 1843, (exclusive of Subscriptions towards the Annual Expenses of the Schools.)	Amount of Money expended in fitting-up any Building or Room for a School; Payments for removing Difficulties; for placing a School-room on a secure basis: or any other appropriation of Money for School purposes, that are purely Donations for such an object (exclusive of Annual Subscriptions.)	TOTALS.	Amounts not taken into Account.	Contributions to the Board, 1843 to 1848 inclusive.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Bedfordshire	318 – –	318 14 10	636 14 10	435 – –	—
Berkshire and Oxfordshire	– – –	994 2 2	994 2 2	—	—
Bristol and Gloucestershire	5,318 2 9	3,243 1 11½	8,561 4 8½	71 4 –	35 – –
Buckinghamshire	926 9 5	141 – 4	1,067 9 9	514 12 1½	58 – –
Cambridgeshire	1,471 10 –	1,571 14 8	3,043 4 8	—	—
Cheshire	1,000 – –	534 19 –	1,534 19 –	650 10 7½	—
Cornwall	5 – –	102 10 –	107 10 –	95 – –	—
Cumberland	60 18 –	– – –	60 18 –	200 – –	—
Derbyshire	1,841 5 –	92 – –	1,993 5 –	340 – –	—
Devonshire	1,561 2 4½	1,337 6 2	2,898 8 6½	536 19 –	125 – –
Dorsetshire	1,075 – 9¼	1,408 6 11	2,483 7 8½	24 17 –	—
Durham and Northumberland.	530 – –	427 8 9½	957 8 9½	211 19 6	—
Essex	4,881 9 2½	1,133 15 8	6,015 4 10½	852 10 –	323 16 6
Hampshire	2,207 16 10½	599 2 3½	2,806 19 2	2,050 10 –	10 – –
Herefordshire	116 5 11	2 5 –	118 10 11	76 8 6	—
Hertfordshire	920 1 3	261 19 –	1,182 – 3	1,500 – –	—
Kent	2,491 13 4	958 4 11	3,449 18 3	727 19 1¼	18 – –
Lancashire	19,609 10 8	4,087 – 1½	23,696 10 9½	3,502 1 1	446 – –
Leicestershire	220 – –	384 4 10	604 4 10	500 – –	—
Lincolnshire	390 – –	374 18 9	764 18 9	15 – –	—
Middlesex	5,501 17 2	3,831 13 7	9,333 10 9	4,620 – –	5,540 8 4
Monmouthshire	180 – –	146 – –	326 – –	4 10 3	—
Norfolk	2,791 18 6½	338 – –	3,129 18 6½	2,363 – –	—
Northamptonshire	912 16 3	2,777 4 6	3,690 – 9	1,058 6 5	—
Nottinghamshire	2,896 – –	235 – –	3,131 – –	100 – –	—
Rutlandshire	—	—	—	—	—
Shropshire	568 17 8	452 12 –	1,021 9 8	1,177 4 1	5 5 –
Somersetshire	201 10 –	206 6 11	407 16 11	242 14 7	—
Staffordshire	3,168 4 –	425 – –	3,593 4 –	1,088 7 8	—
Suffolk	1,638 1 11	660 19 10½	2,299 1 9½	970 – –	—
Surrey	3,781 6 9	831 4 9½	4,612 11 6½	319 10 –	—
Sussex	360 – –	23 – –	383 – –	179 6 –	—
Warwickshire	3,466 6 –	368 3 8	3,834 9 8	558 14 10½	27 – –
Westmoreland	—	—	—	—	—
Wilts and East Somerset	3,403 2 1	1,103 14 10½	4,506 16 11½	710 16 2	5 – –
Worcestershire	1,225 – –	790 17 6½	2,015 17 6½	1,000 – –	10 – –
Yorkshire, W. R.	15,009 7 9	1,177 6 8	16,186 14 5	—	
Ditto E. R.	140 10 –	299 19 4	440 9 4	2,229 2 10	165 – –
Ditto N. R.	845 7 9	96 – –	941 7 9		
London	4,817 6 1	1,813 16 7	6,631 2 8	– – –	viz. 132 5 1
Wales	649 – –	467 7 6	1,116 7 6	—	—
TOTAL £.	96,500 17 6½	34,017 3 3	130,518 – 9¼	28,926 3 10	6,900 14 11

William Rutt, Secretary.

* From the Returns received, it appears that this fund was expended in upwards of 500 places.

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REMARKS on the COMMON SCHOOLS of the UNITED STATES.

1. THE papers relating to the Common Schools of New England, put in by Mr. Twistleton, during the inquiry last Session, seem to me to show demonstratively that the Common School System of New England cannot be imitated here. It is evident from them that this system is not so much a scholastic as a political scheme, and designed not so much to promote education, as to ensure that the education given should be congruous with, and nutritive of, republican institutions. Hence they are emphatically declared to be schools for all; the education supplied is adapted for the highest as well as the lowest classes; and the strongest influence is used that the children of the whole community should be educated together (private schools being earnestly discouraged), in order that they may grow up in the spirit of the republic which they are to constitute. This is clearly and repeatedly stated by the authorities quoted; and the tendency of the schools to nourish republicanism is avowed to be the chief reason of the commendation bestowed on them. Now, such a system is unfit for this country, for two reasons; first, that no one here wishes to make the schools for the working classes nurseries for republicanism; and, secondly, that nobody dreams of calling upon the higher and the lower classes to educate their children at the same schools.

2. The New England schools diffuse throughout the community an excellent education, it is true, and this because they are obliged to supply an education fit for the highest classes, and the inferior classes of course get the benefit of it. It has been asserted that in these schools secular instruction is satisfactorily separated from religious instruction, but the fact is not so; in theory and original constitution, the New England system of education is decidedly religious, as shown by the words of the law, and illustrated by two centuries of practice. Of late years religious instruction has been more and more neglected, till it is now nearly or quite expelled from many schools. But this is very far from giving satisfaction; on the contrary, it has given rise to great discontent, and has kindled an educational controversy which is at this moment in progress. The mode of collateral religious instruction, which is principally relied on, is the system of Sunday schools, which, within the last 40 years, has been very largely developed. It is undoubtedly an important and effective auxiliary to education, but that it is far from supplying the deficiency created by the expulsion of religious instruction from the day schools, is expressly stated by Mr. Tremenheere, in his Notes on Public Subjects, pp. 8 *seq.* The eminent men whose opinions are given by Mr. Twisleton, do not indeed speak unfavourably of the religious influence of the common schools, but they are not the best judges. For the most part they are statesmen, and look rather at political than at religious results; the clergymen and others from whom Mr. Tremenheere collected evidence are, in this respect, far more trustworthy.

3. The latest accounts of the common schools in the United States, are to be found in the American Almanack for 1853, which professes to give all the statistical information supplied by the reports of the superintendents. Little that is valuable, however, can be obtained from this source; first, because returns are given from few of the States; secondly, because a large number of school districts in reporting States have made no return; thirdly, because in all cases the returns are very incomplete; and, fourthly, because the returns which are made proceed on no uniform principle. Thus, for example, the number of children of school age is given in Massachusetts between five and 15; in New York, between 5 and 16; and, in Connecticut, between 4 and 16; and in no other State is it given at all. The reports have, in some cases, exhibited an extraordinary number of children in proportion as belonging to the schools; in New York, where the population is 3,097,394, these children are returned at 800,430, or about 1 in 3·75; in Vermont, with a population of 314,120, they are 90,110, or 1 in 3·5; and in Maine, with a population of 583,109, they are 230,274, or 1 in 2·5; in the nature of things these statements must be fallacious; it is not possible that in any community every third person should be at school; and the returns themselves present obvious indications of fallacy; they are in very suspicious contrast with the returns from other States. In Pennsylvania, for example, the population is 2,311,786; and the common school children 508,142, or 1 in 4·5; and in Rhode Island the scholars are returned as 26,714, in a population of 147,544, or 1 in 5·5. This is a much more natural proportion than 1 in 2·5, or even 1 in 3·5; and it seems highly improbable that wide educational differences should exist between the States in question, which are very near neighbours, and generally in a very similar condition. The source of fallacy in this case is easily discoverable. It appears that in all the States the schools at the different seasons of the year are so separately regarded as to be spoken of distinctly as the "Winter Schools" and the "Summer Schools;" and in two of the States, Massachusetts and Rhode Island, the number of children belonging to the schools is separately returned; thus in Massachusetts there are in the "Summer Schools" 179,497; and, in the "Winter Schools," 199,429; and in New Hampshire, in the "Summer Schools," 58,805; and in the "Winter Schools," 71,232. The total number of children in the schools not being given, the reader is left to arrive at it by adding these two numbers together. If we do this, we obtain the following results:—In Massachusetts, with a population of 994,499, there are in the common schools 368,926 children, or 1 in 2·7 of the population; and in New Hampshire, with a population of 317,976, there are 130,037, or 1 in 2·45. The ratios are almost identical with that prevailing in the State of Maine; and but little in excess of those prevailing in Vermont and New York; so that it is not only natural, but almost inevitable, to infer that in all the States in which the very high ratio prevails, the total number has been arrived at by adding

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together the children in the summer and the winter schools. That this is the case in Maine, indeed, may be said to be demonstrable from the return itself; for after the total number of children is given at 230,274, the "whole attendance in winter" is set down at 151,360, the reader being left to infer that the "whole attendance" in summer was 79,114, these two numbers making up the "whole attendance" of the year. The ratio in Massachusetts and New Hampshire, if only the larger of the two numbers, that of the winter schools, were taken, would be in New Hampshire 1 in 4·5, and in Massachusetts 1 in 5; ratios in close agreement with those shown by the returns from Pennsylvania and Rhode Island. Returns made in the manner now explained, are, of course, exaggerated and deceptive, inasmuch as every child enrolled in both the summer and winter schools is reckoned twice over.

4. Another ground on which the numerical accuracy of the returns may be invalidated, is the peculiar state of society in America, which greatly augments what is liable, to some extent, to occur anywhere, the occurrence of duplicate entries. The superintendent of Erie county, New York, thus states the case in his report for 1845:—"If a child attends school a day, or even half a day in the year, his name is entered on the teacher's list, and he is reported as having been taught; when the pupil by the removal of his parents to another district, or by any other cause, is transferred during the year from one district school to another, his name is again entered upon a teacher's list, and he is again reported. In the city and in some of the villages this frequently occurs." This appears to be quite general; and that it sensibly affects the returns is evident from this, that not unfrequently a greater number of scholars is reported than the whole number of children in the district. The fact is thus generally stated in the report of the Lowell schools for the last year, and a specific example of it is given by Mr. Tremenheere, in his Notes, p. 25. The number of children of school age in the city and county of New York are stated at 100,000; and it is added, that "the total number of children who had passed through the schools in the course of the year had been 107,000." He states also (p. 21) that in Cincinnati, while there were "enrolled" at the various public schools 11,544 children, "the average number actually in the schools (not the average attendance) amounted to only 6,004;" so rapid is the progress of change. Under these circumstances, the numerical returns of children belonging to the schools must be not only worthless, but worse than worthless; they are positively and grossly delusive; and without an entire alteration in the mode of making the returns, the evil seems to be incurable.

5. Another circumstance connected with these schools contributes to produce a deceptive impression concerning them; there is a striking difference between the attendance at the summer and the winter schools; thus—

	WINTER SCHOOLS.	SUMMER SCHOOLS.
Maine - - - - -	151,360	79,114
New Hampshire - - -	71,232	58,805
Massachusetts - - -	199,429	179,497

It thus appears that the number of children attending the summer schools is very much smaller than that attending the winter schools. In Maine it is scarcely more than one half.

6. The average attendance at the schools also is far from satisfactory; in the only five States in which it is traceable it stands as follows:—

	WINTER SCHOOLS.		SUMMER SCHOOLS.	
	TOTAL.	AVERAGE.	TOTAL.	AVERAGE.
Maine - - - -	151,360	91,519	79,114	Not given.
New Hampshire - - -	71,232	55,770	58,805	44,564
Massachusetts - - -	199,429	152,464	179,497	132,422

In Rhode Island the whole attendance is set down at 26,712, and the average attendance at 19,719; and in Ohio, the whole attendence at 445,997, and the average attendance at 354,247. These averages vary from less than 60 per cent. in Maine to nearly 80 per cent. in Ohio, the only State which approaches the general average in our own country, namely, 80 per cent. Mr. Tremenheere gives some averages of less than half. (Notes, pp. 21.)

7. The

7. The returns from New York supply the following particulars respecting the periods of attendance of the 800,430 children in the common schools of that State:— Appendix, No. 2

During the year there attended*—

	1851.	1852.
Twelve months - - - - - - - - - - -	7,037	8,765
Less than twelve months and more than ten - - - - -	43,306	39,059
Lees than ten months and more than eight - - - - -	50,962	68,742
Less than eight months and more than six - - - - -	110,981	125,745
Less than six months and more than four - - - - -	170,005	178,330
Less than four months and more than two - - - - -	212,578	211,367
Less than two months - - - - - - - - -	196,561	200,473
	800,430	832,481

Thus, in New York, out of 832,481 scholars, 200,473, or nearly one quarter of the whole, attended school less than two months in the year; 411,840, or nearly one half of the whole, attended school less than four months; 580,170, or 70 per cent. of the whole, attended school less than six months; and only 30 per cent. of the whole, or less than one-third, attended school six months and upwards. To this may be added the remarkable statement from New Hampshire, that out of 130,027 scholars, 84,900, or more than one-half, attended school for a period of two weeks only. So short and irregular an attendance at school must materially diminish the value of the education received, as is indeed acknowledged by Americans themselves. Mr. Tremenheere gives the following summary statement from a gentleman to whom he had been referred as completely conversant with the subject. "Not half of those who pass through the schools are educated." (Notes, p. 22.)

8. A further cause contributes to reduce the value of the education given in the common schools; the period during which they are kept open is extremely short. The average periods stated are these: in New Jersey, 33 weeks; in New York and Massachusetts, 28 weeks; in Vermont and Ohio, 24 weeks; in Pennsylvania, 22 weeks; in Maine, weeks; and New Hampshire, 18 weeks. In the last-named State (New Hampshire) the superintendent is obliging enough to inform us that the winter school is open for 9 weeks, and the summer school for the same period.

9. The return from New Hampshire enables us to take a glance at the progress of school attendance in that State during the last three years.

	1850.	1851.	1852.
No. of Scholars in the Winter Schools - -	77,806	73,301	71,232
Average Attendance in ditto - - - -	60,271	59,617	55,770
No. of Scholars in Summer Schools - - -	61,498	58,328	58,805
Average Attendance in ditto - - - -	46,225	42,042	41,564

It appears from this return, that there is in New Hampshire either a gradual diminution of the population, which does not appear to be the fact, or a gradual declension in school attendance.

10. The common school system being not more efficient, it seems hard to account for the large amount of information which is allowed to be so generally diffused in New England and the neighbouring States; one or two remarks, however, may be made: First, no difficulty of this kind can authorise any conclusion as to the common school system, which, like all other things, should be judged by its proper existence. Secondly, much influence must naturally be exerted by the peculiar state of society in New England, which is not, as here, divided into rich and poor, but seems to consist of one great middle class. As the ignorance which, in this country, characterises the lower classes does not arise exclusively from their non-attendance at school, so the higher social position in America must of itself do a great deal towards the cultivation of the mind, and the diffusion of general knowledge. Thirdly, the short period during which the common schools are held, and the still shorter period during which attendance is given at them, must allow immense scope for

* The second column is taken from the Speech of the Governor of New York, January 1853. (New York Tribune.)

Appendix, No. 4. for the operation of extra scholastic influence. In England the schools are open for at least ten months in the year, the summer and winter intervals being, in the strictest sense of the term, holidays; but where the winter and summer terms are only nine weeks each, occupying in the whole but four months and a half, and leaving 34 weeks, or eight months and a half out of 13 to be spent in other ways, it is clear that many other causes must combine with school attendance in the mental culture of the children. The practical education out of school must, indeed, be much more influential and important than the technical education in it. Many causes co-operate to make this out-of-school education in the United States highly effective; such as the political, commercial, and general energy of the people; the abundance, and more especially the extraordinary cheapness of popular literature; and above all, the comparatively high social condition of even the poorest class, giving every man so much more occasion to use the art of writing and other parts of elementary education than occurs to the English peasant or artisan.

11. The letter of the Rev. J. P. Thompson (576) on the common schools of the United States contains much valuable matter, but is open to several remarks. (1.) In one important matter of fact, he seems clearly to be in error. He says, "The early common school system of New England was not constituted upon a religious basis;" a statement which the words of the original law, and various testimonies to be found in the papers presented by Mr. Twisleton to the Committee of last Session, and to be found in the Appendix to their Report, fully prove to be erroneous. (2.) Mr. Thompson wholly ignores the leading characteristic of the American schools; the object of which is, not merely as he represents, that all should be educated, but that the children of all classes should be educated together, in order to foster a republican spirit. That it is for this political result chiefly that the schools are valued, is manifest from the paper of Mr. Twisleton before referred to. (3.) Mr. Thompson entirely overlooks the party upon whom the education primarily devolves, namely, the parents. He speaks throughout as though there were no other alternative in respect of education than that afforded by the State on the one hand, and by religious sects on the other. This is merely a false view of the subject. (4.) Mr. Thompson admits that the entire religious instruction of the young, reduced in the schools to an absolute minimum, is devolved on the Sunday schools; in my judgment a fearfully inadequate instrumentality. (5.) Mr. Thompson admits the dissatisfaction of the Roman-catholics and of the Presbyterians with the schools, as far as their religious influence is concerned; and what he says of the press, which is a political organ, cannot prevail against the mass of private opinion elicited by Mr. Tremenheere, and given in his Notes.

Appendix, No. 5.

Appendix, No. 5. LETTER from *Joseph Adshead*, Esq., to the Right Hon. *Thomas M. Gibson*, M.P., Chairman of the Education Committee.

Sir, Manchester, 23 May 1853.

I AVAIL myself of your suggestion as to the mode in which I should bring under notice of the Honourable Committee some explanatory remarks relative to the comments of the Rev. C. H. Richson, the Rev. Dr. M'Kerrow, and Dr. Watts, upon my evidence on some statistical points relative to the state of education in Manchester.

First, it will be in the recollection of the Committee that a lengthened examination and discussion took place on the occasion of my giving evidence, when I thought proper to analyze Mr. Richson's Table (No. 29), in which the following numbers are shown:

Families Visited.		Number of Children between 3 and 14.	Number of Children absent from School through the alleged Poverty of their Parents.
Manchester - -	13,867	28,687	9,765
Salford - - -	3,561	7,840	2,302
	17,428	36,527	12,067

In answer to question 309, Mr. Richson observes, upon the Table from which the above is extracted, "I will now draw the attention of the Committee to a Table which I consider of very great importance, and that is the 28th." The very great importance assumed by Mr. Richson was, that he intended this Table most completely to make out his case, of the great extent of the existing ignorance and poverty in Manchester and Salford, and of the absolute necessity

necessity of educational means being provided by local rating, in accordance with the intentions of the promoters of the Manchester and Salford local Bill. Appendix, No. 5

In obtaining the results as exhibited in Table No. 29 (Evidence, 309), Mr. Richson stated, that "agents were employed, who went from house to house, to ascertain whether the children were at school or not; if they were not at school, whether they were not at work, or whether they were unemployed at home. We took the poorer districts, because we considered, if the districts were known to the relieving officers of the poor district, there would be some ground for believing that absence from school might arise from poverty."

In my evidence, 2029, I took exception to the correctness of the results shown by Mr. Richson, and considered it important to analyze that Table, as I considered the results shown in that table to involve the whole essence of the question as to the amount of educational destitution amongst the operative population of Manchester, &c., the terms of the heading of Mr. Richson's Table 29 leading to no other inference than that the numbers given was the result of an indiscriminate house to house examination. I based my strictures upon that Table, believing it to be such an examination as Mr. Richson had described. In Mr. Richson's explanatory examination (Evidence, 2388), he is asked, as to Table No. 29, "Has not a great deal of misapprehension obtained owing to the heading of it? It is headed, 'Alleged cause of children absent from school being the result of inquiry from house to house.' As I understood, where there were no children in a family, you passed over those houses, and only took those in which there were children?"—Answer, "Yes; it was an inquiry into the children, not into the families. The children were the necessary condition of the visit." "(2389.) Then it cannot be considered as an inquiry from house to house, but only those houses in which there were children?"—Answer. "In that sense only, and it would have been desirable had that not been inserted in the Table."

I venture to think that Mr. Richson, instead of making lengthened comments upon my deductions from his own erroneously described Table, would have acted with more fairness had he acknowledged its incorrectness, and as calculated greatly to mislead as to conclusions, that there were to be found, from "house to house" visitation, 12,067 children between three and 14, who could not attend school through the alleged poverty of the parents of 17,426 families.

The most transient reference to the Census Table for Manchester, in which the "undescribed children," or those not receiving education between three and fourteen, including the higher, the middle, the operative and the pauper classes, amount to 25,592, and Mr. Richson, by his partial examination of what he terms the poorer districts, makes out of 13,865 families visited for Manchester, that there were 9,765 children "absent from school through alleged poverty of their parents;" that number, it will be observed, the result of only a very partial examination, presenting nearly 40 per cent. of the entire number of the undescribed, between the ages referred to. The impossibility of its correctness will be clear, if the numbers of the undescribed, in their various social classifications, were more particularly examined.

The author of "Facts and Considerations of the Manchester and Salford Education Bill" has endeavoured to show how the "undescribed children," or those not attending school between four and 15 are disposed of. He remarks, "There are 8,120 children, four and five years old, all of whom (so far as the higher and middle classes are concerned), would be thought much too young to attend school, and nearly the whole of them may be expected to become scholars at a later period. From 10 years and upwards we find a large number of children at work, and therefore all above that age (represented as undescribed), if they choose, could obtain work, and probably would so if poverty were really felt. Yet there are 5,994 from 11 to 14 who neither work nor attend school. Between 5 and 10 years 6,403 girls are classed as undescribed, and only 5,075 boys, giving an excess of 1,328 girls who are probably kept at home for domestic duties, and whose position would not be altered by gratuitous education. These give a total of 15,400, the great majority of whom cannot be considered as proper recipients of the gratuity; and as of the 4,500 children who recently received outdoor relief in 1851, a very large number must be under the age of 10, and of whom, therefore, no computation has been made, it is clear that there is not sufficient poverty to furnish a pretext for this (the Manchester and Salford Education Bill) measure."

The several preceding totals give nearly 22,000 children under the various descriptions given for the whole of the borough of Manchester. Where then can be found Mr. Richson's 9,765 children absent from school from alleged poverty of parents; and these from but a limited portion of the borough? Taking the population of Manchester at 303,043, and the number of children as given in the Census Table (Evidence, Appendix No. 4, Table 11), between 3 and 14, as 69,059, is $22\frac{1}{10}$ per cent. in the population at the ages referred to.

If a computation be made of 5 persons to a family for Mr. Richson's 17,426 families, it will give a population of 87,130, which, with 36,527 children, is $40\frac{2}{10}$ per cent. on that population. Even with Mr. Richson's explanation, the fallacy and incorrectness of such a ratio will, I think, be apparent to the Committee, and also that Mr. Richson has failed, from that Table, to make out his case for legislative educational interference.

ppendix, No. 5.

Secondly. Mr. Richson takes an exception of my Table (Evidence C., page 344), the object of that Table being to show the improved condition of the lower classes from the greatly diminished amount paid for poor relief in order to invalidate that part of my evidence. Mr. Richson presented an elaborate Table of the amount of pauperism, &c., from 1818 to 1851, and which Table does not at all interfere with the correctness of the statements of my Table, which was furnished officially by the clerk of the Manchester Board of Guardians. The view which I presented to the Committee of the improved condition of the operative classes in Manchester, is further most fully sustained in the last annual report of the Manchester Board of Guardians. Referring to the report of 1853, a reduction from the first quarter to the fourth quarter of the year shows a decrease of about 1,200 *l.* There is also shown a total reduction in the amount of out-door relief alone over that in the preceding year of 7,202 *l.*

The total expenditure for out-door relief in 1851–2 was 27,597 *l.* In 1852–3, 20,294 *l.*, showing the decrease of 7,202 *l.* as already stated.

This reduction is attributed to the abundance of employment and the cheapness of provisions; which view is presented to sustain the position of the increased ability of the operative classes to pay for the education of their children.

Thirdly. Mr. Richson has commented upon my Tables 4, 5, and 6, exhibiting the extent of Sunday school education, and questions their accuracy. When I prepared the Tables adverted to, the Census returns were not published, and I stated (1973) the source of my information; the returns being furnished to Mr. Hurdy, the secretary who superintended the preparation of the report of the schools which attended Peel Park on the occasion of Her Majesty's visit, and which report was made up of the returns made by the superintendents and conductors of the respective schools in the then borough of Manchester, of children actually connected with the schools, and for the accuracy of the returns published, Mr. Harding most distinctly gives his verification, with the exception of the returns of the Catholic schools, upon which he does not speak with such certainty.

Mr. Richson would have dealt more fairly with this branch of the subject when adverting to my Tables, 4, 5, and 6, had he also brought under notice of the Honourable Committee my Table (2144), constructed from the Census Table which had been furnished to the Committee, and which gave a correct estimate of Sunday-school education.

I will not occupy the attention of the Committee upon other points adverted to by Mr. Richson as they do not materially interfere with the evidence I have given.

Fourthly. The Rev. W. M. M'Kerrow, D.D. (319) directs the attention of the Committee to my Table presenting the result of visitations in different districts of the town by twenty agents of the City Mission, and he observed that he had applied in like manner for statistical results from the visitation of the missionaries. From the returns which he obtained, Dr. M'Kerrow says, "I speedily detected a very considerable amount of inaccuracy in the Table presented by Mr. Adshead, and I was led, from that Table, to call into question the accuracy of my own Table, and therefore I shall not present the Table which had been prepared with much care for the Committee," &c.

It is due to the Committee and to myself that I should state, my Tables, Nos. 12 and 13, pp. 315, 318, were prepared by returns under distinct and particular headings of information which I required to elucidate the educational condition of the districts visited. My Tables were compiled from those returns; the accuracy of which I had no reason to question, and beg to hand for the inspection of the Committee one exemplar of such returns.

Fifthly. The briefest possible notice need only to be taken of Dr. Watts' reference to my evidence. He has not fairly represented me in that reference, there being no such allusion as he represents in the question (1975), and it is fallacious for Dr. Watts to assume a comparison with a Table, the corrected results of which I have adverted to in evidence, 2144, pp. 324, 325.

American School System.

I would request permission of the Committee to advert to one branch of evidence upon which I venture to think there is some misconception, viz.: as to the operations of the American school system. Allusions have been made before the Committee as to its superior character from the high ratio of scholars attending the schools. Dr. M'Kerrow has given the ratio of education in America as 1 in 5 of the population, and he further remarks (351), "That the American school system, which is free, it is well known, is almost universally appreciated, and its benefits are eagerly accepted by the common people." And a recent writer upon education, Joseph Kay, on the condition and education of poor children in England and German towns, &c., observes, "In may parts of the United States one-fifth of the population is always attending the schools," pp. 30.

Official documents, and some of a recent date, do not present the working of the American school system of education in a very favourable light; nor from the feeling with which it is appreciated, both by parents and scholars, as presenting a mode of educational action worthy of imitation as a model for this country.

In

In the Annual Report of the superintendent of common schools for the State of New York, presented to the Legislature, January 1845, a most remarkable account is given of the (may it be said?) deplorable attendance of children of the free schools in that State during the preceding year. At page 12, 709,156 children between 4 and 16 are given, stated to have been under instructions during the year. Their attendance is reported as under:—

20,000	attended school	the whole year.
10,000	ditto	10 months.
35,000	ditto	8 „
91,000	ditto	6 „
128,000	ditto	4 „
190,000	ditto	2 „
235,000	ditto	under 2 months.

It will be seen that only 20,000 out of a population of 709,156 children between 4 and 16 attended the whole year, and taking the medium period of six months, only 91,000, or nearly 1 in 8 out of such a population of children attended the schools six months; but the most extraordinary ratio are the following; 190,000 only two months, or not 1 in 26 attending that brief period, and 235,000 availed themselves of school advantages under two months of the year, being about one-third of the entire population of children in the State of New York.

The Massachusetts Report for 1848 further elucidates the working of the American school system; the Honourable Horace Mann, a high educational authority, being at that time the secretary of State schools.

It is reported that there were 197,919 children between the ages of 4 and 16 dependent upon the common schools for their education. The average attendance in summer was only 121,439, leaving an average absence of 76,480, or 33⅔ per cent. on the population of children. The average attendance in winter was only 139,655, leaving an average absence of 58,264, or 29 per cent. of registered children between 4 and 16. Upon the foregoing statement the Honourable Horace Mann remarks, "The lamentable result then is, that of the children who rely upon our common schools for all the school education they will ever receive, there was an absence, either total or partial during the summer term, of considerably more than one-third, and during the winter term of considerably more than one quarter." The honourable reporter further utters his complaint of the working of the American system of free education; he says, "Only a very small portion of these absences can be excused upon the plea of necessity. Mainly, they were as unnecessary as those misdemeanours which the law visits with its penal retributions; nor were they hardly less criminal. What a sum of hard-earned money was here squanderation! What an amount of instruction thrown away! What a boon in the form of opportunities and privileges lost for ever!"

Upon the same subject Mr. Mann further observes, "Since the keeping of registers in our schools has made known the enormous amount of absences from them, there is but one subject which has excited greater alarm, or given rise to louder complaints. Teachers complain of their absence, because while it increases their labours, it diminishes their success; indeed it makes entire success an impossibility. Parents who do send their children regularly to school complain of it, because the tardy and the occasional comers are a dead weight upon the progress of those who are uniformly present and prompt. Committees complain of it, in behalf of the towns which they represent, because it lowers the general standard among the people; and because taking, as an average for the whole State, it incurs a total loss of from one-third to one-half of the money which is annually levied by taxation for the support of schools. Men who have wealth who have no children to send to school, or who for any reason send none, complain of it; because though they may be willing to be taxed for the education of all, yet they are not willing to be taxed to have their money taken and thrown away."

Such is the manner in which free education was estimated in the State of Massachusetts.

Bringing my references to a later period. In the Ninth Annual Report of the superintendent of public schools of the city of Rochester, U. S., a Table is given from which the following is extracted, and further illustrates the operations of the free-school system of the United States. This report has reference to the cities of New York, Boston, Philadelphia, Baltimore, Brooklyn, Hartford, Buffalo, and other eight smaller cities, stated to contain a population of children between 4 and 16 of 281,825:

"Registered attendance" for 1851 - - - -	191,893
"Average daily attendance" - - - - -	98,723

This showing,

An average absence of "registered scholars," or those said to be "on the books," of - - - - 93,170

or, 33 per cent. on the entire population of children, and 48½ per cent. absent scholars on "registered attendance;"—

these numbers presenting a still more unfavourable state of things than those in Massachusetts, so strongly commented upon by the Honourable Horace Mann.

Appendix, No. 5.

One more example will suffice to exhibit the economy of the American system as to school attendance, &c., and which is so much lauded in this country by the advocates of a secular education, as stated to be 1 in 5 enjoying the advantages of a free education.

In the Report of the Secretary of State the common schools in the State of New York for 1853, the following statistics are supplied:

Population of the State of New York	3,097,562
Children between 4 and 16	862,507

Attendance of Scholars.

Under two months	200,473	
Two months and less than four	211,367	
	411,840, being 47½ per cent.,	

and on the entire population 1 in 7½.

Four and less than six months	178,330	
Six to eight months	125,745	
	304,075, being 35 per cent.,	

and on the entire population 1 in 10.

Eight and less than ten months	68,742	
Ten to twelve months	39,059	
Twelve months	8,765	
	116,566, being 13½ per cent.,	

and on the entire population 1 in 27.

For the City of New York, population	555,931
Children under all educational agencies, private, ward, and benevolent institutions	108,292

Attendance of Scholars.

Under two months	15,445	
Two and less than four months	17,291	
	32,736, being 30⅔ per cent.,	

and on the entire population 1 in 17.

Four months and less than six	15,840	
Six months and less than eight	15,932	
	31,772, being 29⅓ per cent.,	

and on the entire population 1 in 17, nearly.

Eight months and less than ten	16,907	
Ten months and less than twelve	25,192	
Twelve months	1,135	
	43,234, being 40 per cent.,	

and on the entire population 1 in 13 nearly.

A few short extracts from official documents will show the want of public and parental interest with regard to educational institutions, that the benefits derived are not adequate to the cost; that the free education by many would be more valuable if paid for by the parents; that compulsory means are necessary for securing the proper attendance of the children; and that according to the views of the Massachusetts Board, they would recommend the daily reading of the Bible, and the constant inculcation of the precepts of Christian morality.

A School Visitor of the State of Connecticut (Report 1847) says:

"It is our opinion the great defect in our present system is the lack of interest to be found with parents. As it operates with us, they carry along with them a counterbalancing influence, instead of an encouraging one. This is done by suffering the children to remain out of school one half of their time, or as much as they please. Irregular attendance is little better than none at all. Hence we think the abundance of public money bestowed operates as an opiate on the minds of parents."

Upon the indifference manifested to contribute to the common schools, a Visitor remarks:

"Notwithstanding, the average length of term does not exceed 15½ weeks, making less than eight months in the year, with rather small wages to teachers; still there prevails a decided unwillingness to raise by tax any funds in addition to those drawn from the State and other permanent sources."

Another Visitor observes:

"The schools within the limits of this society (Derby) have for several years been degenerating through the apathy of the public in regard to education."

Of another place it is remarked, "the Visitor is convinced that not more than one-fourth part of the benefit is derived from the expense incurred that might be under a systematic course of instruction. Whether so desirable an end will ever be attained is doubtful."

Of

Of New Hartford, it is reported:

"You will notice a very great difference between the number of persons over four, and less than 16 years of age, and the average number which attend daily. This is true, I learn, in many towns around. The cause, or one principal cause, I think is, because schools cost nothing people do not appreciate their value, and are indifferent whether their children attend or not."

Of the district of Trumbull, the Visitor says:

"I am fully convinced that our common schools are accomplishing much less than they might or ought. Among the evils at present existing are the following:

1. Poor school-houses and fixtures.
2. Destitution of black boards, globes, outline maps, &c.
3. Multiplicity of text-books, and many of them not adapted to their object.
4. Incompetence of teachers, inaptness to teach being the principal defect.
5. Want of classification.
6. Indifference of parents.
7. Inadequate and improper supervision.

The first and second, and in part the fourth of the evils have their origin in the sixth; and the sixth results partly, perhaps chiefly, from the fact that the expenses of schools are nearly or quite defrayed by public money. Men care little for that which costs them nothing."

Another School Visitor thus comments upon the American system:

"Is it strange that our present notoriety in the cause of common education has become a source of mortification, as it was once of just pride? Is it strange that teachers found incompetent in other States, should now resort to Connecticut for employment? And thus it will continue to be until we have efficient means of preparing and securing more competent teachers under the vigilant eyes of able and experienced supervisors.

"By making parents pay something for the education of their children, it would interest them more deeply than now in the working of our school system, for it is a well-known fact, that where man expends his dollar, he is very apt to send his feelings and his interest."

The preceding testimony has reference to the state of education in three of the principal States of the Union, namely, New York, Massachusetts and Connecticut, with collateral evidence also as to the feelings with which education is appreciated in America, and will show whether its benefits "are eagerly accepted by the common people," as remarked by Dr. M'Kerrow.

A very important principle is involved in the sentiments expressed by the Hon. Horace Mann, relating to the employment of compulsory measures to secure the attendance of children at the free schools, for which it appears such an abundant provision is made in the United States. By supplying to the Committee the views of the Honourable Gentleman referred to, it is not intended to advocate that principle; but that Mr. Horace Mann's views may have their own weight in their perusal. The Honourable Horace Mann thus writes

"If the commonwealth has the right to imprison an adult, or hold him to bail on suspicion, or to bind him over to keep the peace, and be of good behaviour, has it not an equal, yea, a superior right to demand guarantees for the child's appearance upon the stage of manhood, there to answer the great duties that should be required of him as a citizen? And a good education is surely better than any bail-bond that ever was executed. Has not the State a right to bind each child to his good behaviour by imparting to him the instruction, and by instilling into his mind the principles of virtue and religion, by which he shall be twice bound, or doubly fastened (for such is the term-etymological meaning of the word religion), to perform with intelligence and uprightness his social and political duties? On the point which contemplates the regular attendance of all children upon the school (with certain specified exceptions), and even their compulsory attendance in a class of extreme cases, I rely upon legal precedents and analogies upon the necessity which is imposed upon a republican government, if it means to keep itself republican, and upon the broad principle that a parent who neglects to educate his child up to the point proposed, proves that he has taken the parental relation upon himself, without any corresponding idea of its solemnity, and thus, by the non-performance of his parental duties, forfeits his parental rights."

Upon this subject, the Honourable Horace Mann further observes:

"If the State can send a sheriff's *posse* to take a man from his own bed at midnight, and carry him to gaol, to trial, and to execution, does it require a greater extension of its prerogatives for the same State to send a kind moral guardian to take a child from the temptation of the street, or from the haunts of wickedness, and bring him within the benign influence of a good school?"

Thus much as enunciating the sentiments of one of the most enlightened educationalists of the United States, and from which it will be inferred that the educational system does not run so smooth in its course as represented on this side the Atlantic by those who (from its alleged success and appreciation by those for whom it is intended) present the system as a model for universal adoption.

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In the interesting report of the Education Board for 1848, already quoted, special reference is made on the subject of religious teaching in the following terms:

"It is not known that there is or ever has been a member of the Board of Education who would not be disposed to recommend the daily reading of the Bible, devotional exercises, and the constant inculcation of the precepts of Christian morality in all the public schools; and it is due to the Secretary (the Honourable Horace Mann) to remember that in his reports and addresses, and in whatever form he expresses his opinion, he proves himself the unshrinking advocate of moral instruction upon Christian principles. Beyond what they may thus recommend and advocate, neither the Board nor the Secretary can assert any official influence upon the religious condition of the schools. The law, so far as it applies to this subject, in prohibiting the use of school-books calculated to favour the distinctive tenets of any Christian sect, was made by the Board, nor can the Board amend or repeal it; and so far as the law operates in opposition to the views and wishes of any portion of the community, let it be reiterated that the Legislature, and not the Board of Education, is responsible for it."

From this it would appear that in influential quarters, and by those who from their official position must be thoroughly acquainted with all the ramifications of the American school system, that there is not a very earnest concern to preserve in its integrity the secularity of the schools, to the exclusion of what is termed in this country "the religious element."

But another very important element to which reference ought to be made, is the cost of American education in the maintenance of its free-school system. The cost per head, per scholar, varies from 2½ dollars to 11 dollars; or from 10 *s.* to 44 *s.* per scholar, sterling.

In New York it is stated to be	2 dollars,	52 cents.	or 10 *s.* 1 *d.*
Boston - - -	11 „	7 „	or 44 *s.* 3½*d.*
Baltimore - - -	10 „	57 „	or 42 *s.* 3 *d.*
Philadelphia - -	10 „	57 „	or 42 *s.* 3 *d.*

In 25 of the principal cities of the Union, the average yearly amount paid for the teaching of each scholar, is 9 dollars and 4 cents., or 36 *s.* 2 *d.* sterling. This does not appear to be a very economical system of education.

I have ventured to advert to the preceding points in reference to the actual working of the American school system, as in the evidence which has been presented to the Honourable Committee, it appears to have been but partially brought out in the allusions that have been made.

I have, &c.,
(signed) *Joseph Adshead.*

Appendix, No. 6.

Appendix, No. 6.

Letter from *J. O. Curtis*, Esq., to the Right Honourable *T. M. Gibson*, M.P., Chairman of Committee on Education for Manchester and Salford.

Sir, Manchester, 13 May 1853.

In compliance with your request, I proceed to lay before you some particulars, chiefly the results of my experience in school teaching, and which were to have been given in evidence, had the Committee sat on the day I was summoned to attend. I have been engaged as a teacher of public schools for the last 23 years, during 17 of which I have held my present situation. In the year 1844 my school was first visited by Her Majesty's inspector, the late Joseph Fletcher, esq., whose report was published in the second volume of the Minutes of Council for 1846, page 192. The average number of scholars for some years past under my care has been 240, being as many as can be conveniently accommodated. This will, perhaps, indicate that the school has obtained an established character with the classes for whose benefit it exists, and who manifest confidence, in sending their children, that they will obtain such an education as they themselves have learnt to value. Hence they willingly pay the required school-fees in advance, which are 4*d.* weekly, and for the highest classes 5*d.*; and in many cases, fully one-sixth of the whole number, the payments are made monthly. Besides this, they purchase the whole of the books and slates used by the children in school and at home. It will be obvious that the class of children attending this school is not of the lowest. They belong to parents who, to some extent, are concerned for their children's welfare, and who are willing to make sacrifices for their education and well-being.

I am not without serious apprehensions that any gratuitous aid offered to such persons, relieving them from these payments, would peril their commendable feelings of self-respect, independence, and regard for social position; and thus defeat its object by weakening their nobler sensibilities, whilst intending and seeming to strengthen and elevate them.

On

On the children, too, any such change in the present state of things would not be without its effects. When, by the increasing demand for early labour, the unnatural feeling of independence of parents is prematurely awakened, and the disposition fostered betimes to throw off parental control; it surely becomes a serious duty to avoid every public measure that would tend to produce effects so pregnant with mischief to the domestic and social state. Rather let the conviction be strengthened in the minds of the young, by every possible means, that to their parents they have been mainly indebted for that education which enables them to pass through life with credit and advantage. I would venture to suggest, that the most valuable aid which can be given to the industrious classes is, to improve the quality of the education offered to them, making it as comprehensive as possible, and increasing the payments proportionately; and further, to reduce the cost of all school materials, that the children may possess them as their own, and have the means of pursuing their self-culture when their school days are over.

That there is a very large class of children in our immediate neighbourhood, who are prevented from attending mine and similar schools by the apathy, poverty or improvidence of their parents, I am painfully conscious; and that no provision is made for these, is a lamentable but acknowledged fact. Yet, whilst fully concurring in the opinion that the community is bound to make provision for the education of children thus neglected and destitute, I may be allowed to express my conviction, which I know coincides with the views of a large proportion of the schoolmasters here, that a separate class of schools should be established for such children. These might be entirely free, but altogether distinct from those already in existence, serving to draw more definitely the line of demarcation between the industrious and economical, and the idle and improvident. Attendance on these schools should by some means, direct or indirect, not be altogether a matter of choice.

On the subject of religious instruction in day schools, I beg to remark, that my school is entirely unsectarian. No desire has ever been expressed by its supporters to introduce their peculiar religious views. Leaving the narrow limits of party prejudices, they maintain that there is common ground on which all are agreed, and where each with earnestness and fidelity may teach whatever is important and practical in human relationships, human duties, and human responsibilities, without infringing on the rights of conscience, or the controversies of sects. The Scriptures are daily read, and they teach and enforce those principles which afford practical lessons for the home, the school, and the conduct of life generally. By such means, it is attempted to preserve in the school a high moral tone—a sense of the right, the just, the true, and the good—which it is hoped is not without its effects on the present and future characters of the young. It may, perhaps, be questioned by some whether training of this kind is all that is really necessary in day schools, but it ought to be known that parents themselves care much less for the distinctive peculiarities of religious sects, than the sects themselves are willing to allow. As proof of this, I may mention that not one parent in a hundred, on presenting his child for admission, ever asks whether religion, under any form, is taught in the school. The only desire seems to be to obtain for the children that education of which the parents, in too many instances, feel themselves to have been deprived.

The above remarks have not been made without some reference to the different projected measures now before the public, and two of them, I believe, before Parliament, for the more general spread of education. The existence of these measures as an indication of increasing interest in the subject, is matter of sincere congratulation. In each of these measures, however, I observe one feature on which I wish to remark. It is generally admitted that the most important agent in the work of school education is the schoolmaster; that the school is what he is; and that however excellent may be the plan, scheme, or system adopted, it will be utterly valueless, if he be incompetent. The provision made for the training and qualifying of masters and mistresses by the apprenticeship of pupil teachers confirms the idea of the importance of the office. It might be supposed that after being trained with labour and care, and selected with caution and judgment, it would be unnecessary to subject the individual to the officious interference of local, municipal, or other committees, who may think it their duty to watch him as an abject menial. It does also seem exceptionable to impose additional burdens upon him, as the keeping of complicated registers, daily, monthly and quarterly, depriving him of that time which is essential for the prosecution of his studies, and the invigorating of his health. Equally impolitic does it appear to curtail his already limited salary by making it depend upon the precarious and fluctuating receipts of school-fees. That much has been done of late years to improve the condition of the schoolmaster is thankfully acknowledged; but if he is to obtain a *status* in society, and his office and work to be respected, it is submitted that the particulars just mentioned must not be overlooked in any future measure for the more general spread of education.

I have, &c.

Manchester, 13 May 1853. (signed) *J. O. Curtis.*

Appendix, No. 7,

To the Right Honourable *T. Milner Gibson.*

1, Argyle Street, Oldham Road, Manchester,
Honourable Sir, 17 May 1853.

ACCORDING to the order of the "Select Committee on Education, House of Commons," I attended the Committee meeting on Friday the 6th inst., but as a quorum could not be obtained I was not examined. Permit me, therefore, concisely to lay before you my opinion respecting certain points on which I wished to be examined.

I. On the Separation of Religious from Secular Instruction.

Religion, from its very nature, demands that it be treated with the greatest sacredness. "The teacher and the taught should regard the Scriptures as a sacred book; one that should not be associated with tasks that tax the memory;" there should be no approach to levity or distraction of mind; but previous to reading the Sacred Volume, a devout earnest prayer should be offered up, that the mind might be illuminated, and that the heart might be properly impressed; but from experience and observation I am compelled to say, that such is not generally the case in schools where religious instruction is given. The master's attention is not unfrequently withdrawn by one cause or other; sometimes by the inattention or carelessness of the pupils, sometimes by visitors who come in during the time, and who interrupt him while giving the lesson. Nor does the Bible long retain hallowed associations when commonly used as a school-book. Many carry away from the public school the most disagreeable recollections of it, and, in my experience, it has seldom produced a salutary effect.

In my opinion, religious teaching does not properly belong to the schoolmaster, and ought not to be transferred to him. God has constituted parents the first teachers of their children, and they are the most suitable persons to sow the seeds of religion. Who more so than the mother? It is true that many parents know not, care not for religion. Then the question arises, Are those children to be neglected? Certainly not; it is the special duty of ministers of religion to care for the young. Are they obeying the command of their Master? Are they walking in his footsteps when they neglect the young? Should they not feed the lambs? Are they merely to devote their attention to the aged, and leave the young (from whom they expect to have their churches supplied when the parents are dead) uncared for? In my opinion, such children ought not to be left to the necessarily inefficient teaching of the public or Sunday schools. But granting that it is a part of the day-school teacher's duty to communicate religious instruction, is he qualified for the work? Dr. Stapf, in his work called the "Spirit and Scope of Education," says, "Whosoever, then, undertakes the education of a child, fills in its regard the place of God himself. He becomes the instrument in the hands of his heavenly Father, by which it is to be raised from the state of infancy on earth, to that of perfect maturity in heaven. The task is important; the qualifications which are required for it are not less so." He then goes on to say, that besides having received a good education, and having attained to full maturity of thought and judgment, the educator should possess a constant love for his work, the innate talent which under the guidance of a sound judgment, and of a heart imbued with the sentiments of religion, discovers that which is right and good for the end actually in view, and without the assistance of scientific argumentation; that he should have a knowledge of certain fundamental truths and guiding principles, &c. Surely, then, it is not too much to say, that few teachers are thus qualified, nor would it be possible to qualify them without detracting from their effective teaching of other subjects. It is the general opinion, that the teacher of religion should devote his life solely to religious subjects, in order properly to qualify him for the work; and if it be necessary for those who communicate only religious instruction that they should devote years to the study of religion and metaphysics alone, how much more necessary is it that the day-school teacher, to be able to communicate religious instruction, should, in addition to a thorough knowledge of those subjects, be acquainted with an almost innumerable list of secular subjects, in order to prepare their pupils for the business of life. But if these be the qualifications, I do not risk much when I affirm, that teachers generally are not qualified, nor would it be possible to qualify them to communicate efficient religious instruction. It may be urged, that there are some portions of Scripture so plain, that persons in the lowest spheres of life, and with little or no intellectual training, have been able successfully and intelligibly to explain. Granted, and that is what the promoters of the "National Public School Association" urge. They are willing that lessons on the moral precepts of the Gospel and the historical portions of the Scriptures should be given by the teacher, but without reference to the peculiar tenets or dogmas which distinguish the sects. But supposing that the selection of the portion of Scripture to be read were left to the option of the teacher, he might insensibly inculcate his own peculiar views,

views, and thus tamper with the faith of some committed to his care, though acting all the while in the most conscientious manner, and believing that he is only trying to illustrate, according to his ability, the most important truths of the Bible. This leads me to another reason why the religious should be separated from the secular. Any scheme to be national must leave untouched the peculiarities of the different sects. It would, to say the least, be unjust to compel a parent to pay for what he believes to be erroneous. "But," say some, "they shall have it in their power to withdraw their child during the time religious instruction is given." Why should there be a necessity for withdrawal? Should not the parent have the full value for his money? Why should subjects be taught that are objectionable, when all alike pay? I have lost several children because religious instruction was given, but have never been asked, "Do you give religious instruction?"

Religious instruction should be given at other times, and by other persons, than during school hours, and by the schoolmaster. It is my opinion that much more good would be effected by the adoption of the plan suggested by the National Public School Association, than by leaving it to the caprice of the teacher when to give, how much to give, and how to give religious instruction. Moral teaching may and ought to form a part of the daily routine of the school, and opportunities frequently present themselves when such teaching may be effectually given, and given without any reference to the peculiar dogmas of the different sects.

II. How far Education is appreciated by the Parents.

There are some parents who, from vicious habits and want of education, care not for the intellectual training of their children, but not many of these come under my observation. This much, however, I do know, if the quality of the secular instruction be good, if the tone and character of the school be high, parents generally are anxious to have their children admitted, and are willing, according to their ability, to pay any sum for it. I could enumerate several instances of schools that were in a very low state, almost given up by the respective committees for want of funds and support on the part of the parents, being revived, and in a short time filled to overflowing by a change of teacher, who gave a different tone to the instruction. But the question is, if all schools were free, would the parents be as eager to send their children to school? I think so. If the parents were made aware that they indirectly supported the school, that is, that they helped to pay the rate out of which the school was supported. No doubt some parents would be careless and indifferent, because they were not paying directly for what they were receiving. And here, I think, free schools would fail, unless the influence of visitors could be brought to bear upon the parents. It is my opinion that there must be some kind of compulsion; something similar to that employed by a large establishment in this city, where no child receives employment who is not able to read. I have now on the books of my school upwards of 60 free children, and latterly the attendance has on the whole been better than that of the paying scholars. How is this to be accounted for? The parents are informed that unless their children attend regularly, their names will be removed from the books, and that they will lose the privilege. But the children themselves are anxious to come, and their parents to send them, and such will be the case wherever the quality of the instruction is good.

Should the Bill proposed by the Right Honourable Lord John Russell pass, there are hundreds of neglected children in this district whom its provisions would never reach. Their parents are either not willing, or not able to pay two-pence or three-pence per week; but should free schools be instituted they would be glad to send their children, if it were only to keep them out of their way. As a proof of this, we might refer to the Royal Lancasterian School, which is situate in this district. About two years ago, the fee was one penny, and for that, they were taught and provided with reading and copybooks; then the schools were filled and the daily attendance averaged about 1,000. A short time since the fee was raised to two-pence, and the consequence was that the number was reduced to six or seven hundred. Now, Lord John Russell makes provision for pauper children, thus placing a premium upon pauperism, while the hard struggling family, or the poor widow whose feelings prevent her from making application to the Board, or the labourer and others whose incomes are precarious, and but small at any time, have no such privilege. This seems very unjust.

Clause 15 states that the week's attendance must be 3½ days, or 14 days for 4 weeks, in order to entitle the school to the rate in aid. I fear that in many instances this will work injuriously. Many parents in this district keep their children from school on the Monday to go a shopping with them, or to stay at home to take care of the younger ones; on the Friday they keep them at home to help them to clean. Thus two days are lost by several of the children. In that case the school would not receive the two-pence from the town council. I think it would be better not to state any definite time for a week's attendance, but if just cause can be shown why the child was absent for two days, that payment be made.

Clause 7 states that only those schools shall be admissible to the benefit of the Act that are under Government inspection, or that by the present Government scheme are liable to be placed under Government inspection, &c. This would exclude a great number of schools which are highly efficient, whose teachers are praiseworthy, energetic, and useful men; schools which have done much to elevate working classes of the neighbour-

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hoods in which they are located, and which are as deserving of assistance from the Government, or the town council, as any schools now under Government inspection.

It is my opinion, and, I believe, the opinion of teachers in general, that Clause 19 requires to be modified. Suppose a case, for instance: A. has 159 children in his school, and should receive seven-tenths of the income, which, taking the minimum, that is, three-pence, as the amount raised by the managers, by fees, donations, or otherwise, per child, and two-pence from the town council, would amount to 111 *l.* 6 *s.* per annum; but B., who has during the last two or three years worked hard and raised the number to 200, must now have an assistant, and that assistant's salary must be paid out of the seven-tenths of the income, which, in this case, would be 140 *l.* Supposing, then, that 40 *l.* be given to the assistant (which would be too small a sum for a teacher holding a Government certificate) B. would receive only 100 *l.*, whereas A., who perhaps is not half so efficient a teacher, receives 111 *l.* 6 *s.*, or 11 *l.* 6 *s.* per annum more than B. Allow me, then, to show how this will work. Either the teacher, by the sanction of the Committee, will reduce the number in attendance, so as to bring it under 160, and thereby exclude a number of children for whom room must be provided elsewhere, or new schools be established, although there is sufficient schoolroom already in the district; or the teacher's salary will be reduced by the managers so as to enable them to pay an assistant a proper stipend. Thus the object that Lord J. Russell has in view, namely, to better the condition of the teacher, will be frustrated by his own Bill.

I have, &c.
Andrew Moore Cuffe.

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F.

Factory Schools. Uncertain character of the instruction in factory schools, the system merely requiring a certain attendance of the children; the results, however, have been very beneficial, *Bazley* 47-62. 78. 203. 208. 209. 234 *et seq.*——The instruction in factory schools is not of a doctrinal character; in the school at witness's establishment the Bible is only occasionally referred to, *ib.* 111-117——Mr. Bazley has a secular school connected with his works at Bolton, but the Bible being introduced there, though not as a class book, the education cannot be termed purely secular, *M'Kerrow* 434-441——Opinion that the children under the Factory Act are taken away from the schools too early; suggestion that young persons from thirteen to eighteen should be required to attend evening schools; witness would like to see compulsory education extended to that, *Kennedy* 1310——It is necessary under the Factory Act, that all children under thirteen years of age should receive a certificate of having attended school for a certain number of hours in the week; the schoolmaster certifies the fact, *Horner* 1422, 1423——Little power possessed by the inspector of factories in regard to the quality of instruction in the schools; there is no security that anything is taught, *ib.* 1424-1431.

The factory schools are singularly irregular as to their merits and qualifications; not so much as one-fifth of the schools in witness's district, are good efficient schools, *Horner* 1432-1442——The whole system of factory education requires revision, *ib.* 1435——Importance of religious instruction being attended to in the factory school; the religious training that is adapted for children may be perfectly irrespective of those peculiar doctrines which separate one sect from another, *ib.* 1443-1459——Aggregate number of children attending the four hundred and twenty-seven factory schools in witness's district, *ib.* 1460-1463——The schools supported by the owners of factories are free to the children, *ib.* 1464——The children of the same factory generally attend the same school; they are obliged to do so, *ib.* 1465-1470.

See also *Inspection of Schools.*

Fletcher, Rev. Mr. Reference to an argument of the Rev. Mr. Fletcher, that the Manchester and Salford Bill, not provide for the payment of religious teaching, *Watts* 806.

Free Schools:

1. *Opinions in favour of the Establishment of Free-Schools.*
2. *Objections thereto.*

1. *Opinions in favour of the Establishment of Free-Schools:*

It is essential that secular schools should be free so as to give no excuse to the poor for the non-attendance of their children; the higher the school fee the less would be the attendance, *M'Kerrow* 351——The American system and our own Sunday-school system are proofs that gratuitous instruction is appreciated by the masses, *ib.*——Witness is decidedly convinced that free schools are necessary to bring education within the reach

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Free Schools—continued.

1. *Opinions in favour of the Establishment of Free Schools*—continued.

of the poorer class; extracts from a work by Dr. P. A. Siljeström, showing the progress and popularity of free schools in the United States of America, *ib.* 517——Out of three thousand, five hundred, and twenty families in Manchester having children at the school age, there are one thousand, two hundred, and twenty-one families whose children have never been to a day-school, *Watts* 527——Of these one thousand, two hundred, and twenty-one families, three hundred and three families send their children to Sunday-schools, which is a proof that, if day-schools were free, the attendance would be much increased, *ib.*——The very smallest school fee is a hindrance to education, *ib.* 527. 530——The statements of Mr. Baines and Mr. Adshead, last Session, that the poor do not value gratuitous education are not correct, *ib.* 558-567——If schools were made entirely free, there would be a considerable attendance of children who are now subject to every kind of vicious and unhealthful influence; the mortality of such children in Manchester would thus be much lessened, *ib.* 819——The indifference and poverty of parents are main causes for the non-attendance of children at public schools; if the admission were free the attendance would be greatly increased, *Toole* 1199-1207——The industrial schools should be entirely free schools; impossibility of reaching the destitute classes unless the schools were free, *Lucas* 1233-1235——Opinion in favour of the establishment of free-schools; if free education was given, the lower classes would send their children to school, *Hindshaw* 1701-1707.

2. *Objections thereto:*

In the event of the establishment of free-schools, witness would compel the attendance of the children, *Kennedy* 1324-1327——Witness prefers the keeping to the payments by the children to an entirely free system of schools; education is more valued when paid for, *ib.* 1387-1390——Objection to the establishment of free-schools; it is the duty of parents to provide for the education of their children, *Hinton* 1639-1653——No permanent aid should be given to parents towards the education of their children; parents should themselves pay for the education, *ib.* 1650-1662——Making education perfectly free would not have the most beneficial effect in all cases; paying a portion of the amount would make them value the education more than if it was absolutely free, *Salter* 1860-1868——Self-supported schools for the working classes cannot be efficient; this is quite apparent in the district of Manchester and Salford, *ib.* 1878-1881.

See also *Factory Schools.*

G.

Government, The. Witness is strongly opposed to the State making provision for an universal system of religious instruction, *Bazley* 24-28. 119, 120——Proposition of witness that it is the duty of the Legislature not merely to repress evils and to punish crimes, but also to promote by a national system of education, or otherwise, the improvement in every way of the community at large, *M'Kerrow* 303 *et seq.* 326, 327. 334——It is the duty of the State to educate the children of parents who, through neglect or poverty, do not give them any education, *ib.* 364, 365——Opinion that it is the duty of the State to promote primary education; unsound reasoning of Mr. Baines on this point, *Watts* 541. 859-865——Efficient aid being given to Roman-catholic schools would produce excellent results, *Toole* 1064——The State in providing the means of education should not interfere with the rights of conscience, or the freedom of religion, *ib.* 1072. 1143-1146. 1149——There is no doubt as to the necessity for increased agency to diffuse more widely the blessings of education, but the State should not interfere in providing that agency, as it will be provided entirely by voluntary efforts, *Hinton* 1620-1638.

See also *Evening Schools.* *Voluntary System*, 1.

Grants to Schools. See *Committee of Privy Council on Education.* *Government, The.* *Parliamentary Grants.* *Schools.*

H.

Heriot's Hospital School (Edinburgh). Statement as to the day schools in connexion with Heriot's Hospital, Edinburgh, showing that the attendance is excellent, though no school fee is demanded, *M'Kerrow* 351.

Hindshaw, William. (Analysis of his Evidence.)—Master of Christ Church School in Salford, 1670, 1671——Particulars relative to the establishment of Christ Church School; manner in which it is supported, and system of management 1672-1683——Steps taken by witness in propagating the principles upon which the Manchester and Salford Education Bill is founded, 1684-1688. 1708-1714——The effect of passing the Manchester and Salford Bill into a law would be immediately to extend education very materially in those places to which it was applied, 1689——Witness has but seldom heard objections urged against the system of rating for the support of schools, 1690-1692——Deficiency of education in Manchester and Salford at present, cause to which attributable, 1694,

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Hindshaw, William. (Analysis of his Evidence)—*continued.*

1695——Opinion that the adoption of the plan of the Manchester and Salford Bill would lead to a great extension of education, 1693. 1696–1700.

Opinion in favour of the establishment of free schools, 1701–1707——Nature of the religious instruction given in Christ Church School, 1715–1744——Impossibility of entirely separating religious instruction from secular instruction, as it is necessary to inculcate religious opinions upon the minds of the pupils on every occasion when an opportunity occurs, 1739–1788——Beneficial effect of the system of annual grants of money to schools under the Minutes of Council, as instanced by Christ Church School, 1789–1795——The interruption to education from children being kept away from school, from the inability of the parents to pay for their education, is a strong reason in favour of schools being supported upon some permanent basis by a rate, 1796–1803.

Hinton, Rev. John Howard, M.A. (Analysis of his Evidence.)—Protestant dissenting minister, of the Baptist denomination, residing in London, 1486, 1487——Secretary to a committee formed in London, on 12 February 1852, for opposing the Manchester Education Bills, 1489——The London Committee are voluntary educationists in the fullest sense of the term, 1490——They hold that the education of children is the duty of parents, and that the State ought not to interfere, 1490——They also think that all needful aid may be supplied from voluntary sources, and they deprecate alike local rates and Government grants, 1490——Witness agrees in the objections taken by Mr. Baines and Mr. Adshead to the local Bill, 1491, 1492—— Objections to the 14th clause of the Bill which, relates to the instruction to be given to the children, 1493 *et seq.* ——Witness's principle objection to the Bill is that religious instruction is not to be given in the schools, 1495, 1496.

Great difficulty in defining between secular and religious instruction; the clause in the Bill attempts a distinction which is impossible, 1496–1510——No inquiry whatever is made with respect to religion as to the grants from the Privy Council, 1505——A clear distinction cannot be drawn between secular and religious instruction, for the purpose of school instruction; impossibility of separating instruction absolutely from religious ideas, 1511–1525——Possibility of teaching, reading, writing, &c., separately from religious instruction, but the distinction between right and wrong, called morals, belongs to the religious and not to the secular department, 1515–1525——The only course by which the difficulty arising from defining between secular and religious instruction, could be practically solved, would be the ignoring of religion altogether, 1525, 1526——Remarks on the views of secular education given in the Westminster Review and the Williams' School, and in a lecture by Dr. Andrew Combe, delivered in, 1527.

It is one of the avowed objects of the promoters of secular schools to improve the quality as well as to increase the quantity of popular education; but there is no reason whatever why their practical improvements should not be introduced into other schools, and associated with religious instruction, 1528——Importance of religious instruction, to temporal happiness, the preparation for the two worlds, the present and the future, is not so distinct that they can properly be carried on separately, 1529–1531——Witness maintains the general proposition that education should be founded on a religious basis, 1531, 1532——Witness has noticed the reasons assigned by Dr. M'Kerrow for the separation of secular from religious instruction, but without being convinced by them; observations upon the subject, 1532.

Provisions made in the Bill for religious instruction by extra-scholastic machinery; this must be pronounced to be altogether unsatisfactory, 1533 *et seq.*——There is not enough of religious principle and feeling in the country to supply the religious element, provided the secular schools are established, 1537——Witness has every confidence in the voluntary principle for the support of religion generally, but the question of providing religious instruction where secular instruction only is afforded in the schools, affects the denominations, 1538–1550——Taking the feeling of the Baptists generally, they consider it essential that in their elementary schools the doctrines of religion should be taught, 1551, 1552——Witness, although a Dissenter, would prefer sending his children to Church of England schools, rather than to schools where secular education only was provided, 1551–1564——Remarks relative to the existing schools in which the children of Dissenters obtain their education, 1553–1561.

The effect of the provision as to religious instruction in existing schools, to be aided by the rate, would be equally deplorable as in schools to be created under the Bill, 1565, 1566——Impossibility of enforcing the provision of the Bill in relation to religious instruction, 1567——The exclusion of religious teaching from the school routine, and the transfer of it to extra scholastic arrangements, as proposed on the secular scheme, is in every respect unsatisfactory, and such as non-conformists generally could never be reconciled to, 1568–1577——The provision in the 19th Clause of the Bill, by which any existing school which may include a denominational school may be admitted into union with the association, upon condition that the inculcation of doctrinal religion and sectarian opinions shall only take place at certain hours, does not alter witness's opinion as to the objectionable character of the scheme, 1578–1584.

Report, 1852-53—*continued.*

Hinton, Rev. John Howard, M.A. (Analysis of his Evidence)—*continued.*

The religious influence and training ought not to be extruded from the school routine, 1583–1596——According to the interpretation of the Bill by the advocates of it, no Christian motives must be appealed to in the schools; all appeals even to the character of God would be violations of it; thus, if a child told a lie, a schoolmaster would be precluded from pressing on the conscience of that child that a lie was a sin in the sight of God, 1586–1596——The religious element is inseparable from the whole course of education, 1596——The exclusion of religion from the instruction to be afforded is highly objectionable, as it ought to be incorporated with all that is to be done, 1602–1606——Witness does not object to the School of Design because no religious instruction is afforded, but there is a great difference between this school and a school for the education of the working classes, 1604–1606——How far the teachers of public schools generally may be considered qualified to give religious instruction to children, 1607–1609.

Extract from the report of Mr. Kennedy for 1851, as to the necessity of looking to the schoolmasters and schoolmistresses as the religious teachers of the youthful poor, as all the religious knowlsdge they ought to acquire cannot be imparted in the Sunday-school, 1609——Supposing Parliament should pass a law enabling corporations to raise rates for the support of schools, witness would prefer the establishment of such a system as is contemplated under the Bill, to the support of all kinds of religious teaching, but would consider both as calamities, 1610–1612 ——Although witness has a very high opinion of Sunday-schools, and fully admits their capability of further development, he does not consider they could supply the place of religious instruction in the day-schools, 1613–1618——The religious difficulty is an insoluble element in the question of national education in England, 1619. 1624——There is no doubt as to the necessity for increased agency to diffuse more widely the blessings of education, but the State should not interfere in providing that agency, as it will be provided entirely by voluntary efforts, 1620–1638.

No other than the voluntary system will be found practicable in this country, 1625 —— The cause why education has not been more diffused, is that the voluntary means have not been pushed to their legitimate extent, 1628–1638——Objection to the establishment of free schools, 1639–1662——Objections to compelling parents to send their children to school, 1642–1649——Further objections to a system of rates for the support of schools; witness would not object to a rate if the voluntary system failed, 1654–1662——All education ought to be conducted on the voluntary principle, 1663–1666——Statement as to the errors that have been committed in the efforts made to promote popular education on the voluntary principle, 1667.

Hinton, Rev. Mr. Paper supplementary to the evidence of the Rev. J. H. Hinton, *App.* 238–246—— Remarks on various views of secular education taken by public writers, by the Rev. J. H. Hinton, *ib.* 246–248.

Holland. Witness delivers in three documents, showing how education in Holland is conducted, *Watts* 700, 701——Memoranda of Mr. Donker Curtius' evidence on the Dutch system of public instruction, dated 14 April 1852, *App.* 231, 232——Statement containing a brief view of primary school instruction in the Netherlands, contributed by Mr. Aran Rijetcevoisel of Rotterdam, *ib.* 232–234——Observations generally upon the system of public instruction in Holland, contributed by H. Sigismund Straus, Consul of the Netherlands, *ib.* 234–238.

Horner, Leonard. (Analysis of his Evidence.)—Inspector of factories, 1418——Witness inspects as many factories as possible himself; he has five gentlemen to assist him as sub-inspectors, 1419, 1420——It is necessary, under the Factory Act that all children under thirteen years of age should receive a certificate of having attended school for a certain number of hours in the week; the schoolmaster certifies the fact, 1422, 1423——Little power possessed by the inspectors of factories in regard to the quality of instruction in the schools; there is no security that anything is taught, 1424–1431——The factory schools are singularly irregular as to their merits and qualifications; not so much as one-fifth of the schools in witness's district are efficient, 1432–1442——The whole system of factory education requires revision, 1435——Importance of religious instruction being attended to in the factory school, 1443–1459——Aggregate number of children attending the four hundred and twenty seven factory schools in witness's district, 1460–1463.

The schools supported by the owners of factories are free to the children, 1464—— The children of the same factory generally attend the same school; they are obliged to do so, 1465–1470——The schools which the factory children attend are not necessarily open to the inspectors of the Committee of Privy Council; it would be very desirable that it should be so, 1471–1473——The Manchester and Salford Education scheme is, by far, the most practicable that has yet been devised; it gets rid of the great difficulty of the religious question, inasmuch as it assists all schools, 1474–1482——Objection to sanctioning a system of national schools, supported by public rates, in which only one form of religion was taught, to the exclusion of all others, 1483——Witness does not look at secular education, apart from all other plans, as an evil *per se;* on the contrary, it is the best preparation for religious teaching, 1484, 1485.

Report, 1852-53—*continued.*

I.

Industrial Schools. Opinion that industrial schools are the most important of any description of schools that can be established; fewer difficulties attend the establishment of those schools than would attend the establishment of any other description, *Lucas* 1222—— The industrial school in Manchester has been very successfully conducted, and has produced very good results, *ib.* 1223——Calculation as to the number of children for whom it is necessary to provide instruction in industrial schools in Manchester, *ib.* 1224—— Amount of rate that would be required for establishing industrial schools in Manchester; expense per head per annum in the existing industrial school, *ib.* 1225, 1226——Witness does not draw any distinction between industrial and ragged schools in his advocacy of industrial schools, *ib.* 1236——Proposition with regard to the establishment and conduct of industrial schools, *ib.* 1248.

See also *Crime. Free Schools*, 1. *Ragged Schools. Roman Catholics. Sectarianism. Vagrant Children.*

Inspection of Schools. Schools under Government inspection are much more efficiently conducted than voluntary schools; this is an argument in favour of a national system, *M'Kerrow* 363——Remarks as to the system of school inspection under the secular system, and under the present system, *Watts* 782-800. 851-857——There should be a satisfactorily appointed local Roman-catholic inspector, or else the system of inspection should continue as at present under the minutes of council, *Toole* 1100-1108. 1114——The schools which the factory children attend are not necessarily open to the inspectors; it would be very desirable that it should be so, *Horner* 1471-1473.

See also *Factory Schools.*

Irish National System. Reference to the national system of education in Ireland; approval of the same, *Bazley* 70-72. 139, 140——The Society of Friends are anxious that the system of education in Ireland should be introduced into the proposed secular schools, *Binyon* 1005, 1006——The public school system in Ireland is not applicable to the circumstances of this country, *Toole* 1208-1211——Witness doubts whether the adoption of the Irish system in the industrial schools would be satisfactory to the Roman-catholics, many of whom strongly object to the Irish system, *Lucas* 1249-1254.

See also *Roman Catholics.*

Irish Town (Manchester). Refutation of a statement by Archdeacon Sinclair, as to the character of the Roman-catholics in Irish Town, Manchester, *Toole* 1063.

J.

Juvenile Offenders. See *Crime.*

K.

Kennedy, Rev. William J. (Analysis of his Evidence.)—Inspector of schools; was formerly Secretary to the National Society, 1278-1280——Defective state of education in Lancashire, although much progress has been made within the last fifteen years, 1281-1283——The school accommodation in the boroughs of Manchester and Salford is not sufficient if all who ought to be at school attended, 1284-1286——Many of the schools are very empty at the present time, this arises from the want of funds to provide better education; better teachers would draw more scholars, 1286-1291——Looking at the present state of education, witness considers it impossible to carry out a good national system from the present independent and private sources; impossibility of education on the voluntary principle alone ever making the schools of this country what they ought to be, 1292, 1293. 1344——Injurious effects of schoolmasters of public schools taking middle-class pupils whose parents pay a larger sum than the lower-class pupils, 1294-1296.

The funds towards the maintenance of schools throughout the country are neither adequate in amount, nor is there a sufficient character of permanence attached to them, 1296-1298——In the case of the children who attend the elementary schools, it is in the school, or nowhere, at present, that they must get their religious knowledge and training, 1299, 1300——The day-school is necessary for the religious instruction as well as the Sunday-schools, 1301, 1302——The Sunday-schools are well attended in Manchester, 1302-1305——Witness considers that there are particular hindrances to education connected with the manufacturing districts; nature of these difficulties, and manner in which they might be obviated, 1306 *et seq.*——The children under the Factory Act are taken away from the schools too early; suggestion that young persons from thirteen to eighteen should be required to attend evening schools; witness would like to see compulsory education extended to that, 1310.

Report, 1852-53—*continued.*

Kennedy, Rev. William J. (Analysis of his Evidence)—*continued.*

To render the elementary instruction as perfect as possible it will be necessary to uphold the proposed evening schools by Government grants or rates, 1311——The evening schools now open in Manchester are not quite satisfactory from their not having proper masters; want of funds to pay such persons, 1312, 1313——The contemplated formation of evening schools is one of the most important features in the Bill before Parliament, 1314——Opinion as to the best method of establishing the requisite evening schools, 1315——Staff of schoolmasters necessary for the evening schools; a good race of masters is specially required; proposed salaries for the masters, 1315-1318——Witness regards the mutual instruction societies and mechanics' institutions as failing to do any great amount of good, 1319, 1320——Opinion in favour of compelling the attendance of young persons in factories at the evening schools, 1321-1323——In the event of the establishment of free schools witness would compel the attendance of the children, 1324-1327——Suggestion that the parent should be subjected to a penalty unless he sent his children to school, 1328-1332.

The absence of any religious instruction, and the not being allowed to give it in the schools, would be particularly objectionable; religious instruction should be given on the widest possible scope, and the most perfect freedom of conscience, 1333-1343——Aid should be given from the public funds towards the erection of schools even where no voluntary subscriptions were forthcoming, 1345-1354——As a national system of education the secular scheme is unwise and impracticable, 1349——Witness does not think that schools would have been established throughout the country on a secular basis by voluntary efforts, 1355, 1356——How far denominational schools tend to keep all schools down to an elementary level, 1357-1359——One of the great causes which prevents the spread of education is the necessity of labourers getting their children out to service as soon as possible, from the low rate of wages, 1360-1362——Witness is entirely in favour of the principle of a rate for the support of schools, 1363-1366——If there is a question of secular schools or none, then witness would be in favour of the secular schools, 1367, 1368.

Although witness is in favour of rating there may be objections to its application, 1369-1371——The religious instruction of the children in the schools should not rest with the clergymen, but must devolve upon the master, to be done properly, 1372-1377——Witness does not see much difference between the proposed secular scheme and the merely allowing the reading of the Scriptures without comments, as allowed under the Minutes of Council, 1378-1384——Opinion in favour of Lord John Russell's Bill over the Manchester and Salford Bill, 1385-1387——Witness prefers the keeping to the payments by the children to an entirely free system of schools; education is more valued when paid for, 1387-1390——Witness considers the clause providing for the education of the children of paupers out of the rates as invaluable; the attendance of such children should be made compulsory; manner in which this might be effected, 1391-1399——Observations upon the subject of ragged schools; much good is being done by them, but witness looks upon them as merely temporary, as he considers that if a regular national system is once established all the children would be sent to the national schools, 1400-1415——The inculcation of the Christian religion cannot be given to children too early, 1416, 1417.

Kershaw, The Very Rev. John. (Analysis of his Evidence.)—Roman-catholic clergyman; is canon of the chapter of the cathedral of Salford, and bishop's visitor of the schools, 1049——There is a great necessity for further provision being made for the education of the Roman-catholic children in Manchester and Salford, 1050, 1051——The existing day-schools available for their use can only accommodate four thousand and seventy-three children, leaving fourteen thousand and seventeen totally unprovided with the means of instruction, 1051——Returns handed in, showing the state of education as connected with school accommodation and attendance among the Roman-catholic poor of Manchester, Salford, and the adjacent townships, 1051——These returns show the insufficiency of the voluntary system to undertake the instruction of the poor of Manchester and Salford, 1051——As to the Roman-catholic community themselves undertaking the instruction of the children of their denomination, their inadequate means alone prevent them from doing so, 1051.

King's Somborne. Denial of Mr. Baines' inference, that the efficient state of education in the parish of King's Somborne is a proof that generally the same result under the voluntary system could be arrived at, *Watts* 558.

L.

Labouring Classes. One of the great causes which prevents the spread of education is, the necessity of labourers getting their children out to service as soon as possible, from the low rate of wages, *Kennedy* 1360-1362.——*See* also *Free Schools*, 1.

Lancashire.

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Lancashire. Observations relative to the defective state of education in Lancashire, although much progress has been made within the last fifteen years, *Kennedy* 1281-1283.

Lancashire Public School Association. See *National Public School Association.*

Local Rate:

1. *Opinion in favour of a Local Rate for Educational Purposes.*
2. *How far there may be Difficulties in levying a Rate, provided Religious Instruction is given in the Schools.*
3. *Objections to the Principle of supporting Schools by Rates.*

1. *Opinion in favour of a Local Rate for Educational Purposes:*

With respect to an educational rate for the support of common schools, an equable rate, to be levied over the entire property in each district, would be preferred by the local subscribers to a system of voluntary contribution, *Bazley* 40-45. 101. 268, 269. 280, 281——Quotation from a Report on Education in 1851, by Mr. Fletcher, in which he advocates a system of local rating for the proper maintenance of day-schools; opinion that such rate is actually necessary, *Watts* 558——Distinction drawn by witness between an objection to pay an education rate, under a minute of council, and an objection to pay a rate under the proposed secular system; the former is a conscientious, the latter a political objection, *ib.* 712-756——Suggestion that a school-rate be levied and a local government established, with power to distribute according to the necessities of each case, but confining such distribution to secular education, *ib.* 768-772——The objections of the public against an education rate have gradually subsided, *ib.* 882——Opinion in favour of the principle of a rate for the support of schools, *Toole* 1072-1076. 1143-1148; *Kennedy* 1363-1366——There is no consistency in the conscientious objections of many to paying rates, for the purpose of teaching what they believe to be religious error; the rates would not be applied to the direct propogation of doctrinal religion, and besides, the objectors have no right to assume that all religious opinions but their own are erroneous, *Toole* 1147-1169——Although witness is in favour of rating, there may be objections to its application, *Kennedy* 1369-1371——Witness has but seldom heard objections urged against the system of rating for the supporting of schools, *Hindshaw* 1690-1692——Opinion in favour of supporting schools from rates where the model of such a school as that adopted by the British and Foreign School Society is adopted, the doctrines of the Bible being only taught in the Bible language, with comments, *Salter* 1808, 1809——Supposing the rate-system adopted by Parliament and that the difficulty in the way of religious instruction in schools prove insurmountable, witness is prepared to advocate a rate for the support of the secular system, as that would be better nothing, *ib.* 1893-1896.

2. *How far there may be Difficulties in levying a Rate, provided Religious Instruction is given in the Schools:*

Consideration of the question of rating for the proposed system; how far parents might object to support a system from which religious teaching was excluded; difficulty of making parties contribute to schools where the religious instruction would be opposed to their individual doctrinal opinions, *Bazley* 101-104. 137, 138. 141-145. 170-189. 268, 269——Although many denominationalists might conscientiously object to contribute towards an universal compulsory rate for secular purposes, still the hardship of their being obliged to contribute is as nothing to the overwhelming amount of public good that would result from the adoption of such a rate, *ib.* 176, 177. 190, 191——Objection to the Manchester and Salford Bill, as it proposes to endow various and contradictory creeds by the taxation of those who may consider such creeds unscriptural and erroneous, *M'Kerrow* 335——Opinion that the rate proposed to be levied by the Bill would be largely resisted, on the same principle that church rates are resisted, and that seizures of property would be necessary to enforce the payment of the rate, *Watts* 802-805——Probable result of the adoption of the Manchester and Salford Bill with respect to the acceptance of the rate by the different sects, *ib.* 826.

3. *Objections to the Principle of supporting Schools by Rates:*

Neither a plan for teaching one religion, nor a plan for teaching all religions, by means of a rate, would receive support from the Society of Friends; objections would be similar to that in many cases against the church-rate, *Binyon* 973-977. 989-1003——How far a clause in the Bill, which gives the ratepayer the option of directing an appropriation of his rate to some particular school, under a certain proviso, gives the relief it was intended to do, *ib.* 978-984——The London Committee for opposing the Manchester Bill think that all needful aid may be supplied from voluntary sources, and they deprecate alike local rates and Government grants, *Hinton* 1490——Objections to a system of rates for

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Local Rate—continued.

3. *Objections to the Principle of supporting Schools by Rates*—continued.

the support of schools; witness would not object to a rate if the voluntary system failed, *Hinton* 1654–1662.

See also *Centralization of Control. Distribution of Rate. Education. Entwistle, Mr. Evening Schools. Management of Schools. National Public School Association. Poverty. Roman Catholics. Society of Friends.*

Lower Orders. In Manchester and other large towns the great bulk of the lower classes are wholly unconnected with religious denominations and do not accept the differential doctrines of the sects; it would be unjust to tax these for the teaching of doctrines which they do not hold, *Watts* 579–592.——*See* also *Free Schools. Labouring Classes.*

Lucas, Samuel. (Analysis of his Evidence.)—Opinion that industrial schools are the most important of any description of schools that can be established, and that fewer difficulties attend the establishment of those schools than would attend the establishment of any other description, 1222——The industrial school in Manchester has been very successfully conducted, and has produced very good results, 1223——Calculation as to the number of children for whom it is necessary to provide instruction in industrial schools in Manchester, 1224——Amount of rate that would be required for establishing industrial schools in Manchester; expense per head per annum in the existing industrial school, 1225, 1226——The establishment of industrial schools would effect an important diminution in the amount of juvenile crime, 1227, 1228——Grounds on which witness believes that sectarian differences might be more easily overcome in industrial schools than in any others, 1229–1232.

The industrial schools should be entirely free schools; impossibility of reaching the destitute classes unless the schools were free, 1233–1235——Witness does not draw any distinction between industrial and ragged schools in his advocacy of industrial schools, 1236——There might be some difficulty in reconciling Roman-catholics to mixed education in the industrial schools; way in which this might be met, 1237–1244——Suggestion that in the event of the establishment of industrial schools, power should be given to all magistrates to order the arrest of all vagrant children and those found begging, and send them to the schools; this system has been found to work exceedingly well at Aberdeen, 1245–1248——Proposition with regard to the establishment and conduct of industrial schools, 1248——Witness doubts whether the adoption of the Irish system in the industrial schools would be satisfactory to the Roman-catholics; many of the Catholics strongly object to the Irish system, 1249–1254.

Detail of the system that has been adopted in the Manchester ragged schools; nature of the religious instruction afforded, 1255–1269——Large proportion of Irish resident in Manchester, a vast number of whose children come under what are called the ragged school children, 1270–1272——Witness sees no objection to giving the Roman-catholics the power of having, in particular parts of the town, in which they locate, Roman-catholic schools, in which their own tenets may be freely inculcated, still keeping the supervision between a mixed committee of Catholics and Protestants, 1273–1275——Necessity for all ragged schools to be not only industrial but feeding; it would be an improvement if the corporation had power to extend it to lodging and shelter, 1276, 1277.

M.

M'Kerrow, Rev. William, D.D. (Analysis of his Evidence.)—Minister of the United Presbyterian Church, 289, 290——The doctrinal principles of witness's church are what is termed Evangelical, 291——Witness has long taken an active part in the movements for educational progress in Manchester, and is an advocate of the National Public School Association, 292——The ignorance and vice prevailing, and the inefficiency of the Sunday-school, together with other causes, impressed on witness the necessity of a National Education System, 293——Examination of the different points proposed to be considered by witness in his evidence, 294——Particulars of the formation, progress and principles of the Lancashire Public School Association, and of the National Public School Association, which were formed on the same basis, the former having been merged into the latter on 30 October 1850; 295–302——The Lancashire Association first proposed the establishment of four classes of schools in which the instruction was to be mainly secular, 296. 299.

A selection of precepts from the Bible was proposed to be made that would not refer to any particular religious sect, but that might be generally inculcated, 296——The entire plan was to be supported by local rates, and placed under local management, 296——Gradual development and increasing influence of the Lancashire or National Association; how far any changes have been made in its constitution since 1847; 297–299——Appendix added to the original plan on 1 December 1851 to meet the objections of the denominationalists, 299——Provision of a Bill prepared by the National Association, showing

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showing that existing schools may retain their self-goverment, and yet be brought into connexion with the scheme proposed by the Association, 299——According to this Bill, the religious teaching would be left to voluntary effort, and the proposed rate would only be levied for the secular instruction, 299-302——Consideration of the second proposition of witness, that it is the duty of the Legislature, not merely to repress evils and to punish crimes, but also to promote, by a national system of education, or otherwise, the improvement in every way of the community at large, 303 *et seq.*; 326, 327. 334.

Summary of the advantages that would result from the adoption of the system proposed by the National School Association, 304——Evidence as to the number of children in Manchester, between the ages of three and fourteen years, who are receiving instruction, numbers not attending any schools, and the average period of education passed at school by each child, 305-320——There are, in Manchester, sixty-nine thousand, five hundred, and forty-three children of the above ages; it is difficult to ascertain the proportion of these receiving education; witness computes it at one in nine and one-third, 305-307——This proportion is not so much as it should be; statement of Mr. Ingersoll, the American Ambassador, that, in the United States, one person in five is in the receipt of daily education, 307-310——Objections to estimating school attendance by averages, which witness considers very fallacious and unsatisfactory as to the conclusions deduced therefrom, 310-313.

There are, in Manchester, about thirty thousand, one hundred children, between three and fourteen years of age, who are neither at school nor at work, 314——There is but little foundation for the opinion that the employment of children in labour constitutes the chief reason why the Manchester day-schools are not better attended, 315-320——Citation of certain documentary evidence illustrative of the educational and moral condition of particular districts in Manchester, 320——Analysis of a table which was furnished by Mr. Adshead relative to one thousand families, visited by twenty agents of the City Mission; the construction of this table is altogether wrong, 320——The non-attendance at school is, doubtless, frequently on account of the poverty of the parents, 321. 325——Fourteen or fifteen ragged-schools are wanted in Manchester, whereas there is but one, 322, 323.

With respect to the more destitute class of children, from whom, more especially, our paupers and criminals spring, it is very desirable that legislative interference should be made for the necessities of their case; insufficiency of the Manchester Juvenile Refuge to afford the requisite assistance, 323——The quality of the education in the existing schools is of a very unsatisfactory character, 324——Whether parental poverty or carelessness be the cause of the non-education of the child, witness maintains that it is the duty of the State to provide instruction by direct interference, and not to leave it to the voluntary system, as advocated to a certain extent by Mr. Baines, 325-327——The existing means of school instruction in Manchester are decidedly insufficient, 328-334——The benefits of Sunday-school teaching have been much over-rated, and do not compensate to any satisfactory extent for the want of day-school instruction, 329-331——With respect to the existing day-schools, witness especially objects to the denominational agencies at work therein, 332.

The system of education under the Minutes of Council is very unjust, partial, and inefficient, 333——The voluntary system is inadequate to meet the educational necessities of the community, 334——Voluntaryism is, however, free from the objections that lie against the system under the Minutes of Council, and has, undoubtedly, made great though unsuccessful efforts to meet the growing necessities of an education for the poorer classes, 334——The progress made under the voluntary system is not indebted to that system of its own resources, but is partly owing to other causes, 334——The efforts of voluntaryism in Manchester have, in a great measure, been abortive, 334——The two educational societies, connected with the voluntaries, viz., the Congregational Board of Education and the Voluntary School Association, show by their own statements, that they have not done much for the spread of education, 334——Extract from a Work, by Mr. Kay, showing that, in Prussia, the voluntary system has made little, if any, progress, 334.

[Second Examination.]—Objections to the Manchester and Salford Bill, 335——In the first place it proposes to endow various and contradictory creeds by the taxation of those who may consider such creeds unscriptural and erroneous, 335——There are many who consider this latitudinarian scheme for the forcible inculcation of religion more irreligious than the secular plan, which does not meddle with doctrinal teaching, 335. 350——Another objection to the present Bill is, the ill-feeling and party agitation that would arise from any resistance to the oath by persons having conscientious objections on the subject, 335——Witness is also opposed to the religious influence that may be personally exercised over the pupils by the denominational teachers themselves, 335——The Bill is objectionable as merely contemplating the support of existing schools, or of erecting other

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denominational schools; evidence showing that other classes of schools are needed in Manchester, 335.

In consequence of the contemplated reading of the Scriptures in the schools under the Bill the children of Jews and Roman-catholics would be excluded, 335——The Bill would also promote a kind of sectarian feeling, and would prevent that kindly intercourse between the young which is in itself productive of excellent results, 335——There should be local management were local rates are levied, instead of which under the Bill the committee of Privy Council are to have the main control, 335——Witness objects to the Bill, as providing denominational schools which many children could not attend, as their parents might live at a considerable distance from the same, 335——Definition of secular teaching, as proposed by the National Public School Association; it inculcates those practical precepts of morality on which the community at large are agreed, 336-339.

Consideration of the proposition, that all education should be founded upon what is termed "a religious basis;" this basis should be laid, independently of the secular education, 340-344——Witness advances several arguments against a blending of secular and religious instruction, which he maintains to be altogether impracticable in schools comprising different religious sects, 343, 344——The means of imparting religious instruction are numerous, and those means would be amply resorted to under a system of national secular teaching, 345, 346. 349. 387. 416-421. 467-470——Large proportion of children receiving day-school instruction who also attend Sunday-schools, 346——Witness attaches but little importance to the statement, "that the exclusion of doctrinal teaching from the common schools of America is undermining the influence of religion over the whole community;" testimonies of distinguished authorities in denial of this statement, 347——A few hours' direct religious instruction daily is more efficacious than a blending at all times of secular and religious teaching, 348.

Grounds for staying the influence of the denominational system, the extension of which, as proposed by the present Bill, would by its partiality do violence to the consciences of those who cannot subscribe to peculiar sectarian doctrines, 350——It is essential that secular schools should be free, so as to give no excuse to the poor for the non-attendance of their children, 351——Statement as to the day schools in connexion with Heriot's Hospital, Edinburgh, showing that the attendance is excellent, though no school fee is demanded, 351——The American system and our own Sunday-school system are proofs that gratuitous instruction is appreciated by the masses, 351——Enumeration of the different conclusions arrived at by witness in favour of the secular principle of the National Association, 351——In setting the school age at from three to fourteen years, witness considers those limits quite reasonable, and that an attendance of eleven years is fairly to be expected, 352-357.

All children between those ages, except those who are detained by work or sickness, should attend day-schools, 358-362——Schools under Government inspection are much more efficiently conducted than voluntary schools; this is an argument in favour of a National system, 363——Witness maintains that it is the duty of the State to educate the children of parents who, through neglect or poverty, do not give them any education, 364, 365——In case children are not found in attendance at day-schools, witness would then have recourse to compulsory attendance, 368. 372. 384-386——Want of means rather than want of will is the chief cause of the non-attendance of children at school, 371. 497-501——With respect to the attendance at denominational schools, the same does not arise from any particular interest in the doctrines taught, but because the accommodation and teaching are good, 373-375. 401——As voluntaryism, unsupported by Government aid, is unable to educate the people, it ought not to undertake to do so, 376-381.

School accommodation may be obtained under the voluntary system, but the difficulty is to procure sufficient subscriptions, 381-383——Injurious effects of the educational system in Sweden; it is not, however, purely a secular system, 388, 389——Since the formation in 1847 of the National Association, they have preferred to advocate their system by means of meetings, and appeals to public opinion, &c. rather than by the erection of some secular schools as an experiment which, if successful, might be a practical proof of the soundness of their cause, 391-400——A petition in favour of the secular system has been signed by sixty thousand of the inhabitants of Manchester, 402-404——A small secular school, called the Odd Fellows' School, was founded in Manchester in 1851; the fees charged account for this school not being fully attended, 405-415——There is a second secular school attached to the Mechanics' Institution; average daily attendance, 422-433——Mr. Bazley has a secular school connected with his works at Bolton, but the Bible being introduced there, though not as a class-book, the education cannot be termed purely secular, 434-441.

Objection to some of the school-books introduced by the Irish Educational Board, as hinging too much on doctrinal points, 442, 443——Though many children in Manchester might

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might absent themselves from religious instruction, still the extension of secular education is indirectly the best means of extending the religious influence, 444-452——In the Unitarian schools at present, the Bible is read, but under the secular system it would most probably be necessary to exclude the Bible altogether, 453-456——The State, in giving grants for educational purposes, has hitherto made it a rule that such grants should apply to a combination of religious and secular teaching, but the advocates of the purely secular system hope to alter the conditions of those grants, 457-466——If the secular plan be adopted, it will be necessary to increase the school accommodation in Manchester, 471-479——The children of Roman-catholics would attend the proposed secular system as much as they do the Irish National system, 480-483.

In ragged schools, as in the secular schools, moral lessons and general Scriptural precepts might be inculcated, but still the Bible should not be introduced, 484-486. 493-496——Witness cannot understand how any conscientious objections can be raised against the proposed secular system, 487-492——In schools attended by Protestants and Roman-catholics, the local management might, if they thought proper, introduce the authorised version of the Bible, and the Douay version to meet the doctrinal views of each denomination, 502-507——The state of education in Scotland is much over-rated; it is very deficient even in the rural districts, though chiefly so in the large towns; how far the people of Scotland are advocates of a secular system, 508-514.

[Third Examination.]—Correction of a former statement as to the number of children between the ages of three and fourteen, and the number for whom school accommodation is required, 515——The National Public School Association propose the inculcation of moral principles, but have never proposed the teaching of natural theology to the exclusion of Christian doctrine, 516——Free schools are necessary, to bring education within the reach of the poorer classes; extract from a work by Dr. P. A. Siljiström, showing the progress and popularity of free schools in the United States of America, 517——Religious instruction of a general and practical nature is provided for in different ways under the proposed secular system of National education, 518-520.

M'Kerrow, Dr. Witness has noticed the reasons assigned by Dr. M'Kerrow for the separation of secular from religious instruction, but without being convinced by them; observations upon the subject thereof, *Hinton* 1532.

Management of Schools. Provision of a Bill prepared by the National Association, showing that existing schools may retain their self government, and yet be brought into connexion with the scheme proposed by the association, *M'Kerrow* 299——There should be local management where local rates are levied, instead of which, under the Bill, the Committee of Privy Council are to have the main control, *ib.* 335——In schools attended by Protestants and Roman Catholics, the local management might, if they thought proper, introduce the authorised version of the Bible, and the Douay version, to meet the doctrinal views of each denomination, *ib.* 502-507——The municipal authorities should have the management of the schools as of other municipal concerns, *Watts* 783——The management of public schools should be left to local committees, *Binyon* 985-987.

See also *Centralization of Control. Committee of Privy Council on Education. School Committees.*

Manchester. Citation of certain documentary evidence illustrative of the educational and moral condition of particular districts in Manchester, *M'Kerrow* 320.

Manchester Juvenile Refuge. See *Destitute Children.*

MANCHESTER AND SALFORD BILL:

1. *Opinions in favour of the Bill.*
2. *Objections thereto.*

1. *Opinions in favour of the Bill:*

Witness concurs in all respects with the promoters of the Manchester and Salford Bill, excepting that he would communicate religious instruction separately, whereas they advocate a mixed system, *Bazley* 94-97——The Manchester and Salford education scheme is, by far, the most practicable that has yet been devised; it gets rid of the great difficulty of the religious question, inasmuch as it assists all schools, *Horner* 1474-1482——Objection to sanctioning a system of national schools, supported by public rates, in which only one form of religion was taught, to the exclusion of all others, *ib.* 1483——The adoption of the plan of the Manchester and Salford Bill would lead to a great extension of education, *Hindshaw* 1689-1693. 1696-1700——The Manchester and Salford Bill would be more beneficial, and promote general education to a greater extent than the Government Bill before Parliament, *Salter* 1883-1885.

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Manchester and Salford Bill—continued.

2. *Objections thereto.*

Enumeration of witness's objections to the Manchester and Salford Bill, *M'Kerrow* 335——Witness, and thousands of others in Manchester, would not avail themselves of any advantage from the Manchester and Salford Bill; though at the same time obliged to contribute for the fulfilment of its provisions, *Watts* 801——Witness objects to what he terms the despotism, sectarianism, inequality and inefficiency of the Bill, and its violation of constitutional rights, *ib.* 826——Witness agrees in the objections taken by Mr. Baines and Mr. Adshead to the local Bill, and especially in the conscientious objection taken to its provision for teaching all religions, *Hinton* 1491–1492.

Manufacturing Districts. Witness considers that there are particular hindrances to education connected with the manufacturing districts; nature of these difficulties, and manner in which they might be obviated, *Kennedy* 1306 *et seq.*

Mechanics' Institutions. The best school in Manchester is that at the Mechanics' Institute, where the education is entirely secular, the children receiving religious instruction from other quarters, *Bazley* 224–227——There is a secular school attached to the Mechanics' Institution; average daily attendance, *M'Kerrow* 422–433 —— The education in connexion with the Mechanics' Institution is of a very deficient character; the failure of these institutions is mainly attributable to the absence of primary instruction, *Watts* 525. 531–540——Witness regards the mutual instruction societies and mechanics' institutions as failing to do any great amount of good, *Kennedy* 1319, 1320.

See also *Denominational Schools.*

Miall, Mr., M.P. Opinion of Mr. Miall, M.P., and extract from the "Leeds Mercury," of 12 April 1851, in confirmation of the slight dependence to be placed on voluntary contributions, *Watts* 551.

Miles Platting British Schools. Statement of Mr. Andrew Cuffe, teacher at the British School, Miles Platting, showing that no doctrinal instruction is attempted, *Watts* 599 ——The Bible is read, according to the requirements of the committee of Privy Council, and general moral precepts are inculcated therefrom; but Mr. Cuffe would prefer not using the Bible as a class-book at all, *ib.*

Moral Instruction. It is necessary, for the efficient working of all schools, that some degree of moral teaching be inculcated, which would be acceptable to all sects; this might be done without offending the consciences of Communists, Unitarians, or any others; the religious teaching in the Irish schools would probably answer the purpose, *Watts* 605–617. 736–743. 829–835. 847–850. 875–877. 889–961——The schools in India, and schools conducted by missionaries, prove that education on moral principles can be taught without introducing the Christian religion, *ib.* 867–871——Possibility of teaching reading, writing, &c., separately from religious instruction, but the distinction between right and wrong, called morals, belongs to the religious and not to the secular department, *Hinton* 1515–1525.

See also *National Public School Association. Ragged Schools. Schoolmasters. Secular Education*, 1.

Morell, Mr. Opinions expressed by Mr. Morell in his report of 1851–52, referring to the great number of children in the Liverpool workhouses, "that the sheet-anchor of this country, socially speaking, must be the education of the people," *Watts* 836.

N.

National Education. The establishment of the National School system would not interfere with the existing system, but would tend mainly to educate those who at present are without any instruction, *Bazley* 98–100. 129——The ignorance and vice prevailing, and the inefficiency of the Sunday-schools, together with other causes, impressed on witness the necessity of a National education system, *M'Kerrow* 293.

See also *Local Rate. Religious Instruction. Secular Education. Voluntary System.*

National Public School Association. The National Public School Association merely wish a separation of the system, but offer no impediment to proper religious teaching; there is a prejudice against them on this point, *Bazley* 127–129. 256–258——Particulars of the formation, progress and principles, of the Lancashire Public School Association, and of the National Public School Association, which were formed on the same basis, the former having been merged into the latter on 30 October 1850, *M'Kerrow* 295–302 ——The Lancashire Association first proposed the establishment of four classes of schools, in which the instruction was to be mainly secular, *ib.* 296. 299——A selection of precepts from the Bible was proposedto be made, that would not refer to any particular religious sect, but that

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that might be generally inculcated, *M'Kerrow* 296——The entire plan was to be supported by local rates, and placed under local management, *ib.* 296——Gradual development and increasing influence of the association; how far any changes have been made in its constitution since 1847, *ib.* 297–299——Appendix added to the original plan on 1 December 1851, to meet the objections of the denominationalists, *ib.* 299——Advantages that would result from the adoption of the system proposed by the Association, *ib.* 304.

Since the formation of the Association, in 1847, they have preferred to advocate their system by means of meetings and appeals to public opinion, &c., rather than by the erection of some secular schools as an experiment which, if successful, might be a practical proof of the soundness of their cause, *M'Kerrow* 391–400——The Association propose the inculcation of moral principles, but have never proposed the teaching of natural theology to the exclusion of Christian doctrine, *ib.* 516——The day-school instruction proposed by the Association is of a most varied nature; enumeration of the subjects intended to be included therein, *Watts* 572——Explanation as to the mode in which the Bill of the Association would work, *ib.* 827. 851–855——This Bill would be simply an embodiment of the national Bill, *ib.* 827——Objections to any support being given by the Association to the promoters of the present Bill; their principles with respect to the expenditure of the rate are too different to admit of the former giving way to the latter, *ib.* 887——The principles of the Association are supported by ministers of almost every religious body, *ib.* 940–946——The provision in the 19th clause of the Bill by which any existing school, which may include a denominational school, may be admitted into union with the Association upon condition that the inculcation of doctrinal religion and sectarian opinions shall only take place at certain hours, does not alter witness's opinion as to the objectionable character of the scheme, *Hinton* 1578–1584.

See also *Religious Instruction*, 1. *Secular Education*, 1.

Netherlands. See *Holland.*

Normal Schools. The secular scheme embraces the establishment by the Board of Education of Normal Schools for the training of teachers; sectarian religion would not be taught in these schools, *Watts* 841, 842.

O.

Odd Fellows' School (Manchester). A small secular school, called the Odd Fellows' School, calculated to hold about 150 children, was founded in Manchester in 1851, the fees charged account for this school not being fully attended, *M'Kerrow* 405–415——Prospectus of the Odd Fellows' School, at Manchester, showing the branches of instruction taught, and stating that the religious education is a responsibility to be undertaken by the clergymen and the parents of the children, *Watts* 700.

See also *Denominational Schools.*

P.

Parents. There is a strong objection among the people to pay for religious instruction for their children; this objection would not apply to a system of secular education, *Bazley* 24–30. 38, 39. 63, 64——Suggestion that the parent should be subjected to a penalty unless he sent his children to school, *Kennedy* 1328–1332——The London committee for opposing the Manchester Bill hold that the education of children is the duty of parents, and that the State ought not to interfere, *Hinton* 1490——Objections to compelling parents to send their children to school, *ib.* 1642–1649.

See also *Education. Free Schools. Poverty. Roman Catholics.*

Parliamentary Grants. The State, in giving grants for educational purposes, has hitherto made it a rule that such grants should apply to a combination of religious and secular teaching, but the advocates of the purely secular system hope to alter the conditions of those grants, *M'Kerrow* 457–466.——*See* also *Committee of Privy Council on Education.*

Pauper Children. Witness considers the clause providing for the education of the children of paupers out of the rates, as invaluable; the attendance of such children should be made compulsory; manner in which this might be effected, *Kennedy* 1391–1399.

Poverty. Want of means rather than want of will is the chief cause of the non-attendance of children at school, *M'Kerrow* 321–325. 371. 497–501; *Watts* 529, 530——The interruption to education from children being kept away from school from the inability of the parents to pay for their education, is a strong reason in favour of schools being supported upon some permanent basis by a rate, *Hindshaw* 1796–1803.

See also *Free Schools*, 1. *Voluntary System*, 1.

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Prussia. Extract from a work by Mr. Kay, showing that in Prussia the voluntary system has made little if any progress, *M'Kerrow* 334.

Public Opinion. The main difficulty in the way of uniting public opinion in Manchester with respect to education is the religious question; the majority are in favour of excluding religious teaching, but all are agreed as to the desirability of some universal system, *Bazley* 200–208——Witness has frequently tested public opinion in Manchester and other large towns, with respect to the proposed secular system; out of about one hundred and sixty public meetings attended by him, there have only been two decisions against the adoption of that system, *Watts* 858——With respect to large meetings having been held in Manchester and elsewhere, favourable to the secular system, witness thinks that such meetings could easily be got up in any large towns, and that they only show an indifferentism to religion by wishing to separate it from education, *Toole* 1166–1169.

See also *National Public School Association.*

Q.

Quakers. See *Society of Friends.*

R.

Ragged Schools. There is but one ragged school in Manchester, whereas fourteen or fifteen are wanted, *M'Kerrow* 322, 323——In ragged schools, as in the secular schools, moral lessons and general Scriptural precepts might be inculcated, but still the Bible should not be introduced, *ib.* 484–486. 493–496——Instead of one ragged school at Manchester, as at present, there should be ten such schools, containing about one hundred and fifty children in each; necessity of these being industrial feeding schools, conducted on the same principle as those at Aberdeen, *Watts* 812–818. 820–825——Objection amongst many Roman-catholic parents to send their children to the ragged schools, *Toole* 1064——Detail of the system that has been adopted in the Manchester ragged schools; nature of the religious instruction afforded, *Lucas* 1255–1269——Necessity for all ragged schools to be not only industrial but feeding; it would be an improvement if the corporation had power to extend it to lodging and shelter, *ib.* 1276, 1277——Observations upon the subject of ragged schools; much good is being done by them, but witness looks upon them as merely temporary, as he considers that if a regular national system is once established all the children would be sent to the national schools, *Kennedy* 1400–1415.

See also *Industrial Schools.* *Roman Catholics.*

Rates. See *Local Rate.*

Religious Instruction:

1. *Suggested separation of Secular and Religious Teaching; Religious Instruction should be given independently of Secular Education.*
2. *Importance of combining Religious Instruction with Secular Education; impossibility of separating them without Injurious Results.*

1. *Suggested separation of Secular and Religious Teaching; Religious Instruction should be given independently of Secular Education:*

Objection to the inculcation of secular and religious teaching in the same establishment, even although at different times, *Bazley* 7–32. 65–93. 106 *et seq.*, 146, 147——Opinion that children learn religion more readily after a secular instruction than by a combination of the two, *ib.* 148–159. 192–199——Evidence to the effect that in schools where religion only is taught, the children have less knowledge thereof than in those schools where the education is exclusively secular; opinion of Mr. Horner, factory inspector, in support of this statement, *ib.* 228. 234–248——According to the National Public School Association's Bill, the religious teaching would be left to voluntary effort, and the proposed rate would only be levied for the secular instruction, *M'Kerrow* 299–302——There are many who consider the latitudinarian scheme of the Manchester and Salford Bill, for the forcible inculcation of religion, more irreligious than the secular plan, which does not meddle with doctrinal teaching, *ib.* 335–350——Consideration of the proposition that all education should be founded upon what is termed "a religious basis;" opinion that this basis should be laid independently of the secular education, *ib.* 340–344——Witness advances several arguments against a blending of secular and religious instruction, which he maintains to be uncalled for on principle, and altogether impracticable in schools comprising different religious sects, *ib.* 343, 344——The means of imparting religious instruction are numerous, and those means would be amply resorted to under a system of national secular teaching, *ib.* 345, 346. 387. 416–421. 467–470.

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Religious Instruction—continued.

1. *Suggested Separation of Secular and Religious Teaching, &c.*—continued.

A few hours direct religious instruction daily is more efficacious than a blending at all times of secular and religious teaching, *M'Kerrow* 348——Religious instruction of a general and practical nature is provided for in different ways under the proposed secular system of national education, *ib.* 518-520——The religious instruction of children under the secular system would be supplemental to their day-school instruction, and would be more efficiently administered than at present, when there is no method on that point, *Watts* 688-697——Witness would leave the religious question to voluntary effort, and considers that this effort could more readily be directed when the children are known to be assembled daily at the schools; the great mass of children, whose parents belong to no denomination, would thus be placed within the reach of the different religious bodies, *ib.* 691-700——If religious teaching were neglected under a secular system of education, the fault would lie with the religious organizations of the country, *ib.* 872——These organizations are quite competent to undertake the religious instruction, *ib.* 873, 874. 878-881——Sunday-school and other religious instruction would be raised rather than lowered in character by religion being excluded from the proposed free-schools, *ib.* 887, 888——The religious instruction of children, under the secular system, could be carried out without difficulty, apart from the secular instruction, *Binyon* 1037-1042.

2. *Importance of combining Religious Instruction with Secular Education; impossibility of separating them without Injurious Results:*

The religious and secular education of children should not be given apart, *Toole* 1180 *et seq.*——The absence of any religious instruction, and the not being allowed to give it in the schools, would be particularly objectionable; religious instruction should be given on the widest possible scope, and the most perfect freedom of conscience, *Kennedy* 1333-1343——The inculcation of the Christian religion cannot be given to children too early, *ib.* 1416, 1417——Witness's principal objection to the Bill is, that religious instruction is not to be given in the schools, but that they are to be used only for secular instruction, *Hinton* 1495, 1496——Great difficulty in defining between secular and religious instruction, the clause in the Bill attempts a distinction which is impossible, *ib.* 1496-1510——A clear distinction cannot be drawn between secular and religious teaching for the purpose of school instruction; impossibility of separating instruction absolutely from religious ideas, *ib.* 1511-1525——The only course by which the difficulty arising from defining between secular and religious instruction could be practically solved, would be the ignoring of religion altogether, *ib.* 1525, 1526.

Great importance of religious instruction to temporal happiness; the preparation for the two worlds, the present and the future, is not so distinct that they can properly be carried on separately, *Hinton* 1529-1531——Witness maintains the general proposition that education should be founded on a religious basis, *ib.* 1531, 1532——Observations upon the provisions made in the Bill for religious instruction by extra scholastic machinery; this must be pronounced to be altogether unsatisfactory, *ib.* 1533 *et seq.*——There is not enough of religious principle and feeling in the country to supply the religious element, provided the secular schools are established, *ib.* 1537——The effect of the provision as to religious instruction in existing schools, to be aided by the rate, would be equally deplorable as in schools to be created under the Bill, *ib.* 1565, 1566——Impossibility of enforcing the provision of the Bill in relation to religious instruction; in defiance of the Bill doctrinal religion and sectarian opinions may be taught in the schools to a great extent without remedy, *ib.* 1567.

The exclusion of religious teaching from the school routine, and the transfer of it to extra scholastic arrangements, as proposed on the secular scheme, is in every respect unsatisfactory, and such as non-conformists generally could never be reconciled to, *Hinton* 1568-1577——The religious influence and training ought not to be extruded from the school routine, *ib.* 1583-1596——The religious element is inseparable from the whole course of education, *ib.* 1596. 1602-1606; *Hindshaw* 1739-1788; *Salter* 1838-1843. 1869-1877——The religious difficulty is an insoluble element in the question of national education in England, *Hinton* 1619-1624——It would not be safe to leave the children to find the religious instruction at home, *Salter* 1838-1843——There would be no objection to receiving scholars into the schools after the technically religious portion of the instruction had concluded, but still they would then come under the religious influence inculcated even in the secular lessons, *ib.* 1844-1856.

See also *Baptists. Bible, The. Clergy. Day Schools. Doctrinal Teaching. Education. Elementary Schools. Government, The. Local Rate*, 1. 2. *Manchester and Salford Bill*, 1. *Moral Instruction. National Public School Association. Parents. Public Opinion. Schoolmasters. Secular Education. Sunday Schools. Teachers. Voluntary System*, 1.

Report, 1852–53—*continued.*

Richson, Rev. Mr. Reference to a local society in Manchester, headed by Mr. Richson, formed with a view of combining secular and religious education; this society has not overcome the difficulty of uniting the different religious denominations in their movement, *Bazley* 133–136.

See also *America. Denominational Schools. Schools. Secular Education*, 1.

Rijetcevorsel, Aran. Statement containing a brief view of Primary School Instruction in the Netherlands, contributed by Mr. Aran Rijetcevorsel, of Rotterdam, *App.* 232–234.

Rochdale Road School (*Manchester*). Rochdale-road chapel school is an illustration of the want of power of voluntary effort, *Watts* 558.

Roman Catholic Clergy. Three Roman Catholic priests have, to witness's knowledge, expressed their approval of the secular system, *Watts* 962, 963——The Roman-catholic clergy, being more fully engaged in their religious duties, &c., than other clergymen, require more assistance for the purposes of education, *Toole* 1065–1071——The Roman-catholic clergymen of Manchester at present exert themselves to the utmost, and are insufficient to meet the wants of the children; under a national system of secular education, the evil would be much worse, *ib.* 1193–1195.

Roman Catholics. The children of Roman Catholics would attend the proposed secular schools as much as they do the Irish national schools, *M'Kerrow* 480–483——There is a great necessity for further provision being made for the education of the Roman-catholic children in Manchester and Salford, *Kershaw* 1050, 1051——Returns handed in, showing the state of education as connected with school accommodation and attendance among the Roman-catholic poor of Manchester and Salford, and the adjacent townships, *ib.* 1051——As to the Roman-catholics community themselves undertaking the instruction of children of their denomination, their inadequate means alone prevent them from doing so, *ib.* 1051; *Toole* 1061——The absence of parental instruction in Manchester, and the comparative inefficiency of the instruction in the public schools, are great bars to a proper education of the Roman-catholic children, *Toole* 1059–1061. 1063——Objections of the Roman-catholic body of Manchester against the present Bill, *ib.* 1076–1091. 1100 *et seq.*——The Manchester and Salford Bill might be acceptable to the Roman-catholics if it treated them on an equality with other sects, and did not offer violence to the conscience, *ib.* 1100——Witness does not contemplate that any portion of the rate for schools should go to the Roman-catholic priests, *ib.* 1176–1179——There might be some difficulty in reconciling Roman-catholics to mixed education in the industrial schools; way in which this might be met, *Lucas* 1237–1244——Large proportion of Irish resident in Manchester, a vast number of whose children come under what are called the ragged school children, *ib.* 1270–1272——Witness sees no objection to giving the Roman-catholics the power of having, in particular parts of the town in which they locate, Roman-catholic schools in which their own tenets may be freely inculcated, still keeping the supervision between a mixed committee of Catholics and Protestants, *ib.* 1273–1275.

See also *Bible, The. Erection of Schools. Government, The. Ragged Schools. Secular Education*, 2.

Russell's, Lord John, Bill. Opinion that, looking at the different parties in Manchester, there is no chance of their agreeing to the Bill proposed by Lord John Russell; manner in which these parties are divided on the question of education, *Watts* 775–779——Lord John Russell's Bill is objectionable, inasmuch as it ignores both local government and liberty of conscience, *ib.* 826, 828——Opinion in favour of Lord John Russell's Bill over the Manchester and Salford Bill, *Kennedy* 1385–1387.

See also *Education.*

S.

Salter, Edmund. (Analysis of his Evidence.)—Is connected with the Zion Chapel Independent School, 1804——This school is supported by voluntary contributions and the payments of the children, 1805–1807——Opinion in favour of supporting schools from rates where the model of such a school as that adopted by the British and Foreign School Society is adopted, the doctrines of the Bible being only taught in the Bible language, with comments, 1808, 1809——Nature of the religious instruction afforded in the Zion Chapel School; how far religious influence mingles with the secular portion of the education, 1810–1837——Objections to separating the secular instruction entirely from religious instruction, 1838–1843——There would be no objection to receiving scholars into the schools after the technically religious portion of the instruction had concluded, but still they would then come under the religious influence inculcated even in the secular lessons, 1844–1856——If the public is to choose between having secular schools or none, it is much better to have the secular schools, than be deprived of all means of education, 1857–1859.

Making

Report, 1852–53—*continued.*

Salter, Edmund. (Analysis of his Evidence)—*continued.*

Making education perfectly free would not have the most beneficial effect in all cases, 1860–1868——Impossibility of teaching history without referring to religion at the same time, 1869–1877——Self-supported schools for the working classes cannot be efficient; this is quite apparent in the district of Manchester and Salford, 1878–1881——Great benefit which the Government system has produced upon popular education, 1882——The Manchester and Salford Bill would be more beneficial, and promote general education to a greater extent, than the Government Bill, 1883–1885——Necessity for a compulsory clause to enforce the attendance of the children of the working classes at school, 1885–1888.——The voluntary principle is insufficient to carry out the education of the people properly, 1890–1892——Supposing that the rate system be adopted by Parliament, and that the difficulty in the way of religious instruction in schools prove insurmountable, witness is prepared to advocate a rate for the support of the secular system, as that would be better than nothing, 1893–1896.

School Books. Approval of the elementary books generally used in this country, as quite suited for secular schools, *Bazley* 46. 68. 69. 160–169——Objection to some of the school-books introduced by the Irish Educational Board, as hinging too much on doctrinal points, which should not be touched upon at all, *M'Kerrow* 442, 443.

See also *Bible, The.*

School Committees. The second clause of the Bill requires a property qualification for a school committee-man, and also requires him to be a member of the town council; these conditions are very objectionable, *Watts* 807–809——Witness also objects to a provision in Lord John Russell's proposed Bill, that there should be a property qualification for one half of the members of the school committee, *ib.* 808, 809——The establishment of schools would depend on the local school committees, who would be elected by the ratepayers, *ib.* 827. 836.——*See* also *Management of Schools.*

School of Design. Witness does not object to the school of design, because no religious instruction is afforded, but there is a great difference between this school and a school for the education of the working classes, *Hinton* 1604–1606.

Schoolmasters. The Dean of Manchester admitted in his evidence before the Committee, that the schoolmaster might imbue his scholars with the religious sentiment without being a direct teacher of religion, *Watts* 598——The religious sentiment is better impressed by the conduct of the teacher than by any sectarian teaching, and the moral *status* is not lowered by adopting the former course to the exclusion of the latter, *ib.* 602 *et seq.*——Teachers for the secular schools would be accepted from the existing training schools, *ib.* 843, 844——There is no reason why a teacher educated at the expense of the Church of England might not conscientiously undertake the mastership of a secular school, and conform to its conditions, *ib.* 845–850——Many of the schools in Manchester are very empty at the present time; this arises from the want of funds to provide better education; better teachers would draw more scholars, *Kennedy* 1286–1291——Staff of schoolmasters necessary for the proposed evening schools; a good race of masters is specially required; proposed salaries for the masters, *ib.* 1315–1318——How far the teachers of public schools generally may be considered qualified to give religious instruction to children; they might all easily become so, *Hinton* 1607–1609——Extract from the Report of Mr. Kennedy for 1851, as to the necessity of looking to the schoolmasters and schoolmistresses as the religious teachers of the youthful poor, as all the religious knowledge they ought to acquire cannot be imparted in the Sunday-school, *ib.* 1609.

See also *Evening Schools.* *Teachers.*

Schools. Statement showing that the quality of the education in the existing schools is of a very unsatisfactory character; extract to this effect from the "Church of England Quarterly Review," *M'Kerrow* 324——The existing means of school instruction in Manchester are decidedly insufficient, *ib.* 328–334——The Bill is objectionable, as merely contemplating the support of existing schools, or of erecting other denominational schools; evidence showing that other classes of schools are needed in Manchester, *ib.* 335——If the secular plan be adopted, it will be necessary to provide school accommodation in Manchester for twenty-three thousand and one more children, the present accommodation being for thirty-five thousand three hundred and seventy-seven, *ib.* 471–479——Correction with respect to a former statement of the number of children between the ages of three and fourteen, and the number for whom school accommodation is required; the deficiency is for twenty-two thousand four hundred and fifty-seven children, *ib.* 515——A statement of Mr. Richson, that there was plenty of well-distributed school accommodation in Manchester, is at variance with the preamble of the Bill, which states just the reverse, *Watts* 800——The first care of the Manchester and Salford Bill is for existing schools, which are already under the minutes of council, the grants from which should rather be given to a poorer class of schools, *ib.* 810, 811——The school accommodation in

Report, 1852-53—*continued.*

Schools—continued.

the boroughs of Manchester and Salford would not be sufficient, if all who ought to be at school attended as scholars, *Kennedy* 1284–1286.

See also *Erection of Schools. Free Schools. Inspection of Schools. Management of Schools. Roman Catholics.*

Scotland. The state of education in Scotland is much over-rated, and is very deficient, even in the rural districts, though chiefly so in the large towns; how far the people of Scotland are advocates of a secular system, *M'Kerrow* 508–514.

Sectarianism. The Bill would promote a kind of sectarian feeling, and would prevent that kindly intercourse between the young, which is in itself productive of excellent results, *M'Kerrow* 335——Grounds on which witness believes that sectarian differences might be more easily overcome in industrial schools than in any others, *Lucas* 1229–1232.

Secular Education:

1. *Evidence in favour of adopting a purely Secular Education in Public Schools.*
2. *Objections to a Secular System of Education; still it would be better to have Secular Schools than none.*

1. *Evidence in favour of adopting a purely Secular Education in Public Schools:*

Desirability of common schools in which children of different religious persuasions might be trained up together, *Bazley* 21–23. 146——Witness advocates an universal system of sectarian education, as more acceptable to the public than a mixed system, and believes that by setting apart one day in the week, or by Sunday-school teaching, the religious or doctrinal education of the children can be attended to, *ib.* 65 *et seq.* 224–233. 263–267——The majority of the people of Manchester are favourable to the secular system, *ib.* 121–126. 270, 271——The conscientious objection lies against any plan for imparting peculiar religious opinions, but cannot lie against a system proposing to teach arithmetic or grammar, *ib.* 248–255. 259–262. 280–288——Definition of secular teaching as proposed by the National Public School Association; it is false to say that this teaching is opposed to the spirit or practice of religion, *M'Kerrow* 336–339——Conclusions arrived at by witness in favour of the secular principle of the National Public School Association, *ib.* 351——A petition in favour of the secular system has been signed by sixty thousand of the inhabitants of Manchester, *ib.* 402–404——Though many children in Manchester might absent themselves from religious instruction, still the extension of secular education is indirectly the best means of extending the religious influence, *ib.* 444–452——Witness cannot understand how any conscientious objections can be raised against the proposed secular system, *ib.* 487–492.

Under the proposed secular plan, the rights of conscience might be guaranteed, and objections on religious points overcome, *Watts* 568–573——Opinion that those only object to the secular system being universal who do not properly understand it, *ib.* 652–656——Any objection to the non-teaching of religion, under the secular system, would be a political objection and not a religious one, *ib.* 667–687. 712–756——Enumeration of several schools, besides those mentioned by Mr. Richson, which are conducted on the secular principle, *ib.* 700, 701——Refutation of a statement of Mr. Richson that there was no apparent demand in Manchester for secular schools, and that there was a great deal of room at the Mechanics' Institution unoccupied, and available for that purpose, *ib.* 701——Witness's recommendation of the secular system is, that it gives as much intellectual and moral culture as can be given without disagreement and without injustice, *ib.* 879——Witness does not look at secular education, apart from all other plans, as an evil *per se*, on the contrary, it is the best preparation for religious teaching, *Horner* 1484, 1485.

2. *Objections to a Secular System of Education; still it would be better to have Secular Schools than none:*

Though witness is opposed to doctrinal teaching in public schools, he is also opposed to purely secular schools from which the Bible would be excluded; the introduction of the Bible and the amount of religious instruction should be left to the discretion of the local committees, *Binyon* 1014–1021. 1025–1030. 1034–1045——An exclusively secular instruction would perpetuate and aggravate the present indifferentism of the great mass of children in Manchester, but an efficient religious instruction at the same time would reclaim them, *Toole* 1115–1118——In objecting to any secular system of education, witness considers his objection as conscientious and not political, *ib.* 1126–1130——It would be better for the great number of children in Manchester, not going to any school, still to remain away rather than to go to purely secular schools and learn, with other things, Deism and indifferentism, *ib.* 1181–1188. 1197, 1198. 1215–1221——Witness, in imparting religious knowledge, would rather deal with an uneducated child than with one who had learned the peculiar instruction proposed to be given in the secular schools, *ib.* 1212–1221——As a national system of education the secular scheme is unwise and impracticable, *Kennedy* 1349.

If

SECULAR EDUCATION—continued.

2. *Objections to a Secular System, &c.*—continued.

If the public is to choose between having secular schools or none, it is much better to have the secular schools than be deprived of all means of education, *Kennedy* 1367, 1368; *Salter* 1857-1859——Witness does not see much difference between the proposed secular scheme and the merely allowing the reading of the Scriptures without comments, as allowed under the Minutes of Council, *Kennedy* 1378-1384——Remarks on the views of secular education give in the Westminster Review and the Williams' school, and in a lecture by Dr. Andrew Combe, delivered in, *Hinton* 1527——It is one of the avowed objects of the promoters of secular schools to improve the quality as well as to increase the quantity of popular education; but there is no reason whatever why their practical improvements should not be introduced into other schools, and associated with religious instruction, *ib.* 1528——According to the interpretation of the Bill by the advocates of it, no Christian motives must be appealed to in the schools; all appeals, even to the character of God, would be violations of it; thus, if a child told a lie, a schoolmaster would be precluded from pressing on the conscience of that child that a lie was a sin in the sight of God, *ib.* 1586-1596.

See also *America. Attendance at Schools. Bible, The. Day Schools. Deism. Dissenters. Doctrinal Teaching. Education. Free Schools*, 1. *Holland. Inspection of Schools. Irish National System. M'Kerrow, Dr. Manchester and Salford Bill*, 1. *Moral Instruction. National Public School Association. Normal Schools. Parents. Public Opinion. Religious Instruction. Roman Catholic Clergy. Roman Catholics. School Books. Schoolmasters. Schools. Scotland. Sweden. Voluntary System*, 2.

Society of Friends. The Society of Friends in Manchester are favourable to a system of general education, and to the levying a rate for that purpose, so long as the system does not offend the religious or conscientious views of any party, *Binyon* 966-969——Document read, showing the reason why the Society of Friends cannot concur with the Manchester and Salford Education Bill; the chief objection is the appropriation of the rate for sectarian instruction, *ib.* 970, 971——The Society of Friends have presented two petitions to the House of Commons, and one memorial to the Corporation of Manchester, against the Bill, *ib.* 972——Reference to the public schools in connexion with the Society of Friends; all sects are admitted to them; the religious instruction is of a general character and not doctrinal, *ib.* 1008-1011. 1015. 1022-1024.

See also *Irish National System.*

Straus, H. Sigismund. Observations generally upon the system of public instruction in Holland, contributed by H. S. Straus, consul of the Netherlands, *App.* 232-235.

Sunday Schools. The effects of Sunday-school teaching are very excellent, and have removed a vast amount of ignorance, but the instruction is of necessity very superficial, *Bazley* 14-20——Children attending secular schools would, to a great extent, attend Sunday-schools also, *ib.* 228-238——The benefits of Sunday-school teaching have been much over-rated, and do not compensate to any satisfactory extent, for the want of day and school instruction, *M'Kerrow* 329-331——The Sunday-schools are well attended in Manchester, *Kennedy* 1302-1305——Although witness has a very high opinion of Sunday-schools, and fully admits their capability of further development, he does not consider they could supply the place of religious instruction in the day-schools; result of the experiment which has been made in the United States, *Hinton* 1613-1618.

See also *America. Day Schools. Free Schools*, 1. *National Education. Religious Instruction*, 1.

Support of Schools. See *Government, The. Local Rate. Parliamentary Grants.*

Sweden. Injurious effects of the educational system in Sweden; it is not however purely a secular system, *M'Kerrow* 388, 389.

T.

Teachers. Witness is opposed to the religious influence that may be personally exercised over the pupils by the denominational teachers themselves, *M'Kerrow* 335.

See also *Normal Schools. Schoolmasters.*

Toole, Lawrence, The Very Rev. (Analysis of his Evidence.)—Roman-catholic clergyman; rector of St. Wilfrid's, Manchester, 1054——Has for the last six years taken considerable interest in promoting education in Manchester, 1055——By the term "education," witness understands the education of the whole man, with reference both to this world and the next, 1056. 1196——The means for inculcating this education are, firstly, parental instruction; secondly, school instruction; and, finally, instruction by the church, 1057,

Report, 1852–53—*continued.*

Toole, Lawrence, The Very Rev. (Analysis of his Evidence)—*continued.*

1058——The absence of parental instruction in Manchester, and the comparative inefficiency of the instruction in the public schools, are great bars to a proper education of the Roman-catholic children, 1059–1061. 1063——The great numbers of the Roman-catholics, and their limited means, prevent their undertaking by themselves a suitable education of their children, 1061——No plan can be adopted for giving satisfactory education to children of all denominations in the same school, 1062.

Refutation of a statement by Archdeacon Sinclair, as to the character of the Roman-catholics in Irish Town, Manchester, 1063—— Efficient aid being given to Roman-catholic schools would produce excellent results, 1064——Objection amongst many Roman-catholic parents to send their children to the ragged schools, 1064——The Roman-catholic clergy being more fully engaged in their religious duties, &c. than other clergymen require more assistance for the purposes of education, 1065–1071——Evidence to the effect that the religious and secular education of the poor generally can be best carried out by means of a rate enforced by the interference of the Legislature, 1072–1076. 1143–1148——The State, in providing the means of education, should not interfere with the rights of conscience or the freedom of religion, 1072. 1143–1146. 1149——Explanation as to the objections of the Roman-catholic body of Manchester against the present Bill, showing also how far they went with it at first, 1076–1091. 1100 *et seq.* 1134-1142——The terms of clause 24, and of other clauses, bear very hard upon Roman-catholics with respect to their providing expensive schools in which their religious scruples are not to be observed, 1081–1091.

Witness strongly objects to the Bible being used in schools merely as a class-book, 1092–1099. 1121–1125. 1170–1175——The Manchester and Salford Bill might be acceptable to the Roman-catholics if it treated them on an equality with other sects, and did not offer violence to the conscience, 1100——An alteration should be made with respect to the reading of the authorised version of the Bible, which cannot be acceptable to Roman-catholics, 1100——There should also be a satisfactorily appointed local Roman-catholic inspector, or else the system of inspection should continue, as at present, under the minutes of council, 1100–1108. 1114——Mode by which the different schools should be assisted by the rate according to their wants, 1109–1114——An exclusively secular instruction would perpetuate and aggravate the present indifferentism of the great mass of children in Manchester, but an efficient religious instruction at the same time would reclaim them, 1115–1118.

Many of the schools under the Manchester and Salford Bill would be open to a charge of teaching Deism or indifferentism, as much as purely secular schools, and on this ground both schemes are objectionable to witness; any secular system can only teach a Pagan and not a Christian morality, 1119–1133——In objecting to any secular system of education, witness considers his objection as conscientious, and not political, 1126–1130——Opinion that there is no consistency in the conscientious objections of many to paying rates for the purpose of teaching what they believe to be religious error; the rates would not be applied to the direct propagation of doctrinal religion, 1147–1169——With respect to large meetings having been held in Manchester and elsewhere, favourable to the secular system, witness thinks that such meetings could easily be got up in any large towns, and that they only show an indifferentism to religion, by wishing to separate it from education, 1166–1169.

Witness does not contemplate that any portion of the rate for schools should go to the Roman-catholic priests, 1176–1179——Further evidence to the effect that the religious and secular education of children should not be given apart, 1180 *et seq.*——Opinion that it would be better for the great number of children in Manchester not going to any school still to remain away rather than to go to purely secular schools, and learn with other things Deism and indifferentism, 1181–1188. 1197, 1198. 1215–1221——Impossibility of administering proper doctrinal instruction to children of different denominations in the same school, and under the same national plan, 1189–1192——The Roman-catholic clergymen of Manchester at present exert themselves to the utmost, and are insufficient to meet the wants of the children; under a national system of secular education, the evil would be much worse, 1193–1195.

The indifference and poverty of parents are main causes for the non-attendance of children at public-schools; if the admission were free the attendance would be greatly increased, 1199–1207——The public school system in Ireland is not applicable to the circumstances of this country, and its introduction here would be conscientiously opposed by numbers, 1208–1211——Witness, in imparting religious knowledge, would rather deal with an uneducated and ignorant child, than with one who had learned the peculiar instruction proposed to be given in the secular schools, 1212–1221.

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U.

Unitarian Schools. In the Unitarian schools the Bible is read, but under the secular system it would most probably be necessary to exclude the Bible altogether, *M'Kerrow* 453–456.

United States. See *America.*

V.

Vagrant Children. Suggestion that in the event of the establishment of industrial schools, power should be given to magistrates to order the arrest of all vagrant children, and those found begging, and send them to the schools; this system has been found to work exceedingly well at Aberdeen, *Lucas* 1245–1248.

Visitors. See *District Visitors.*

Voluntary System:

1. *Evidence as to the insufficiency of Voluntary Efforts to provide Education for the People.*
2. *Opinion that the Voluntary System is the only one practicable for supporting Education.*

1. *Evidence as to the insufficiency of Voluntary Efforts to provide Education for the people:*

Whether parental poverty, or carelessness, be the cause of the non-education of the child, witness maintains that it is the duty of the State to provide instruction by direct interference, and not to leave it to the voluntary system, as advocated, to a certain extent, by Mr. Baines, *M'Kerrow* 325–327——Evidence to the effect that the voluntary system is inadequate to meet the educational necessities of the community, *M'Kerrow* 334; *Watts* 551–558; *Kershaw* 1051, 1052; *Kennedy* 1296–1298; *Salter* 1890–1892——Voluntaryism is, however, free from the objections that lie against the system under the minutes of council, and has undoubtedly made great, though unsuccessful efforts to meet the growing necessities of an education for the poorer classes, *M'Kerrow* 334——The progress made under the voluntary system is not indebted to that system of its own resources, but is partly owing to other causes, *ib.*——Detailed statement, showing that the efforts of voluntaryism in Manchester have, in a great measure, been abortive, *ib.*——The two educational societies connected with the voluntaries, viz., the Congregational Board of Education and the Voluntary School Association, show, by their own statements, that they have not done much for the spread of education, *ib.*

As voluntaryism, unsupported by Government aid, is unable to educate the people, it ought not to undertake to do so, *M'Kerrow* 376–381——School accommodation may be obtained under the voluntary system, but the difficulty is to procure sufficient subscriptions, *ib.* 381–383——The educational want is constant, regular, and progressive, while voluntary help is inconstant, irregular, and generally retrogressive, *Watts* 551——Voluntaryism has probably originated all the universities in the world, and is likewise the origin of everything that is good, but it will not of itself suffice for the support of education, and requires assistance from other quarters, *ib.* 552–558——Religious instruction, but not school education, may be supported by voluntary effort, *ib.* 556, 557——Looking at the present state of education, witness considers it impossible to carry out a good national system from the present independent and private sources; impossibility of education on the voluntary principle alone ever making the schools of this country what they ought to be, *Kennedy* 1292, 1293. 1344.

2. *Opinion that the Voluntary System is the only one practicable for supporting Education:*

Witness has every confidence in the voluntary principle for the support of religion generally, but the question of providing religious instruction in the schools where secular instruction only is afforded affects the denominations, *Hinton* 1538–1550——No other than the voluntary system will be found practicable in this country, *ib.* 1625——The cause why education has not been more diffused is, that the voluntary means have not been pushed to their legitimate extent; necessity for the employment of educational missionaries and visitors, *ib.* 1628–1638——All education ought to be conducted on the voluntary principle, *ib.* 1663——Witness would not interfere with the law of supply and demand for exception, except under peculiar circumstances, *ib.* 1665, 1666——Statement as to the errors that have been committed in the efforts made to promote popular education on the voluntary principle, *ib.* 1667.

See also *America. Government, The. Local Rate,* 1. *Prussia. Religious Instruction,* 1.

Report, 1852-53—*continued.*

W.

Watts, John, PH. D. (Analysis of his Evidence.)—Was a day-school teacher for four or five years, and has had several opportunities for acquiring a knowledge upon the subject of education, 521-524——Witness has been in active connexion with the National Public School Association ever since its establishment, 523——The education in connexion with Mechanics' Institutions is of a very deficient character; the failure of these institutions is mainly attributable to the absence of primary instruction, 525. 531-540——Report handed in, drawn up by witness, under the direction of the National Association, showing amid other things, the incorrectness of the conclusions of Mr. Baines before the Committee of last year, and the delusive character generally of educational statistics, based on averages, 526, 527.

Witness reads an educational return of children between three and fourteen years of age, showing that nearly one-third of the whole have never been to school, &c., 527——Out of three thousand five hundred and twenty families in Manchester having children at the school age, there are one thousand two hundred and twenty-one families whose children have never been to a day-school, 527——Of these one thousand two hundred and twenty-one families, three hundred and three families send their children to Sunday-schools; which is a proof that if day-schools were free the attendance would be much increased, 527——Statements showing the lamentable deficiency of education in Manchester, 527——A report drawn up in 1847, by one of the executive of the National Association, and another report in 1850 by Mr. Hampson, for the Pendleton Mechanics' Institution, are confirmatory of witness's statements, 527——The very smallest school fee is a hindrance to education, 527. 530——Witness considers that Mr. Baines was incorrect in his opinion that the present state of Manchester schools is owing to the system of Government having led the people to believe that the State was going to do everything for them, 527.

Mr. Adshead's evidence of last year is erroneous, where he reasons from the number of Sunday scholars that there is no great dearth of day-school instruction, 528——Parental poverty is a great cause of educational neglect, 529, 530——Extracts from the Reports of the Ancoat's Lyceum, Manchester, since its commencement in 1847 to January 1852; 531——These Reports show the rapid rise and fall of the institution, and prove that the want of primary instruction is the main cause of the failure of mechanics' institutions generally, 531-535——It is the duty of the State to promote primary education; unsound reasoning of Mr. Baines on this point, 541——With respect to our criminal jurisprudence, it is the duty of the Government to make the same intelligible to the masses, who, to a great extent, are ignorant as to what constitutes an offence against the law, 542-550——Insufficiency of voluntary efforts for the purposes of education, 551-558——The educational want is constant, regular, and progressive, while voluntary help is inconstant, irregular, and generally retrogressive, 551.

Opinion of Mr. Miall, M. P., and extract from the "Leeds Mercury" of 12 April 1851, in confirmation of the slight dependence to be placed on voluntary contributions, 551——Voluntaryism has probably originated all the universities in the world, and is likewise the origin of everything that is good; but it will not of itself suffice for the support of education, and requires assistance from other quarters, 552-558——Religious instruction, but not school education, may be supported by voluntary effort, 556, 557——The number of schools in Boston, United States, shows that when education is supported by rates or endowments, voluntary efforts are not extinguished, 557, 558——Rochdale Road Chapel School, Manchester, is an illustration of the want of power of voluntary effort, 558——Chapel-street School, Salford, is another instance of the inability of voluntaryism to nationalise education, 558——Denial of Mr. Baines's inference that the efficient state of education in the parish of King's Somborne, is a proof that generally the same result under the voluntary system could be arrived at, 558.

Quotation from a Report on Education in 1851 by Mr. Fletcher, in which he advocates a system of local rating for the proper maintenance of day-schools; opinion that such rate is actually necessary, 558——The statements of Mr. Baines and Mr. Adshead, last Session, that the poor do not value gratuitous education, are not correct, 558-567——Under the proposed secular plan the rights of conscience might be guaranteed, and objections on religious points overcome, 568-573——The day-school instruction proposed by the National Public School Association is of a most varied nature, 572——The doctrines of practical morality form an essential part of the instruction; objections of witness to the teaching of peculiar doctrines of religion; opinions of Mr. Horace Mann and Mr. Herbert Spencer, as likewise opposed to doctrinal teaching, 572, 573.

[Second Examination.]—Suggestion that in public schools the doctrinal part of the teaching be undertaken by persons specially prepared for the purpose, 577——If the teaching in day-schools were of a more scientific and elevated character, Sunday-school instruction would also advance, and might be carried on with better effect for the inculcation of religion, 577——Opinion that the 59th Canon of the Church of England makes it imperative on clergymen to undertake the religious instruction of children; this duty should

Report, 1852–53—*cotinued.*

Watts, John, PH. D. (Analysis of his Evidence)—*continued.*

should likewise apply to dissenting ministers, and religious teaching generally would then be provided for, 578——In Manchester, and other large towns, the great bulk of the lower classes are wholly unconnected with religious denominations, and do not accept the differential doctrines of the sects; it would be unjust to tax these for the teaching of doctrines which they do not hold, 579–592.

There are about one hundred and fifty different sects in England, but it would be possible to ascertain the peculiar doctrines of each sect, and thereby to arrive at the exact measure of religious instruction to be taught, without offence to the consciences of any of them, 593–597——Witness quotes from Mr. Baines's evidence, of last Session, showing that even he does not attach any considerable importance to doctrinal teaching in public schools, 598——The Dean of Manchester also admitted in his evidence that the schoolmaster might imbue his scholars with the religious sentiment without being a direct teacher of religion, 598——Denial of Mr. Richson's statement that all the Manchester schools are denominational except the Mechanics' Institutional School and the Odd Fellows' School, 599–601.

Opinion that the religious sentiment is better impressed by the conduct of the teacher than by any sectarian teaching, and that the moral *status* is not lowered by adopting the former course to the exclusion of the latter, 602 *et seq.*——It is necessary for the efficient working of all schools, that some degree of moral teaching be inculcated, which would be acceptable to all sects; this might be done without offending the consciences of Communists, Unitarians, or any others; the religious teaching in the Irish schools would probably answer the purpose, 605–617. 736–743——There is no ground for objecting to children being taught, under the secular system, merely the existence and providence of God; the effect might be at first to make them Deists, but Deism is a part of the Christian faith, and the latter doctrine would be impressed upon them apart from the schools, 618–670——If the Church of England, as an establishment, does its duty, it has means at its disposal to prevent any lack of doctrinal teaching among its own members, 631——Every facility would be given under the secular system for doctrinal teaching from other sources, 651, 652.

Opinion that those only object to the secular system being universal who do not properly understand it, 652–656——Any objection to the non-teaching of religion under the secular system would be a political objection, and not a religious one; grounds for this conclusion, 667–687. 712–756——The religious instruction of the children would be supplemented to their day-school instruction, and would be more efficiently administered than at present when there is no method on that point, 688–697——Witness would leave the religious question to voluntary effort, and considers that this effort could more readily be directed when the children are known to be assembled daily at the schools; the great mass of children, whose parents belong to no denomination, would thus be placed within the reach of the different religious bodies, 691–700——Enumeration of several schools, besides those mentioned by Mr. Richson, which are conducted on the secular principle, 700, 701.

Prospectus of the Odd Fellows' School, at Manchester, showing the branches of instruction taught, and stating that the religious education is a responsibility to be undertaken by the clergymen and the parents of the children, 700——Most of the teaching in the mechanics' institutions is in accordance with this theory, 700——Witness delivers in to the Committee three documents, showing how education in Holland is conducted, 700, 701——Refutation of a statement by Mr. Richson that there was no apparent demand in Manchester for secular schools, and that there was a great deal of room at the mechanics' institution unoccupied and available for that purpose, 701——Though witness has certain objections to grants, under minutes of council, in aid of education, he thinks that the improved quality of education is more due to the operation of the minutes of council than to any other cause, 702——Objection to the public schools being under the rule of minutes of council, subject to alteration without notice, 702.

Reference to a concession to the National Society, by Lord Derby, when in office, which is now about to be cancelled by another minute, 702——The advantages of grants under the minutes of council are not open to all; many sects cannot conscientiously accept rates for religious teaching, and also object to pay them for that purpose, 703–711. 744–756——Distinction drawn by witness between an objection to pay an education rate under a minute of council, and an objection to pay a rate under the proposed secular system, 712–756——Grants from the Privy Council on Education promote sectarianism, and induce people to pretend to be what they are not, 757–762——Witness objects to the grants being in proportion to the amounts locally raised, whilst those who cannot help themselves do not receive the grants at all, 762–767——As a remedy for this a school rate should be levied, and a local government established, with power to distribute according to the necessities of each case, but confining such distribution to secular education, 768–772.

With respect to the Manchester and Salford Bill, witness strongly objects to its character of centralization, and objects to the control being with the committee of council, while

Report, 1852-53—*continued.*

Watts, John, PH. D. (Analysis of his Evidence)—*continued.*

the ratepayers, though subject to a rate of 6 *d.* in the pound, are to have no control at all as to its distribution, 773-800——Looking at the different parties in Manchester, there is no chance of their agreeing to the Bill proposed by Lord John Russell; manner in which these parties are divided on the question of education, 775-779——The municipal authorities should have the management of the schools, as of other municipal concerns, 783——As to the Government inspection being submitted to at present on account of the power of the inspectors to serve the schools, witness thinks the inspection would be just as effectual unaccompanied by this power, which should rest with the local authorities, 782-800.

A statement of Mr. Richson, that there was plenty of well distributed school accommodation in Manchester, is at variance with the preamble of the Bill, which states just the reverse, 800——Witness and thousands of others in Manchester could not avail themselves of any advantage from the Manchester and Salford Bill, though at the same time obliged to contribute for the fulfilment of its provisions, 801 ——The rate proposed to be levied by the Bill would be largely resisted, on the same principle that church-rates are resisted, and seizures of property would be necessary to enforce the payment of the rate, 802-805.

[Third Examination.]—With respect to a statement by Mr. Entwistle, that resistance to an education rate would put an end to every national plan, witness considers that such statement cannot apply to the secular system, 806——Reference to an argument of the Rev. Mr. Fletcher, that the Manchester and Salford Bill does not provide for the payment of religious teaching, 806——The second clause of the Bill requires a property qualification for a school committee-man, and also requires him to be a member of the town council; these conditions are very objectionable, 807-809——Witness also objects to a provision in Lord John Russell's proposed Bill, that there should be a property qualification for one-half of the members of the school committee, 808, 809——The first care of the Manchester and Salford Bill is for existing schools, which are already assisted under the minutes of council, the grants from which should rather be given to a poorer class of schools, 810, 811.

Instead of one ragged school in Manchester, as at present, there should be ten such schools, containing about one hundred and fifty children in each; necessity for these being industrial feeding schools, conducted on the same principle as those at Aberdeen, 812-818. 820-825——The opening of evening schools is very uncertain under the provisions of the Manchester and Salford Bill and of Lord John Russell's Bill, 819——About nine thousand persons pass annually out of the school age, in Manchester, and from two thousand to three thousand of these never receive day-school instruction, 819——If schools were made entirely free there would be a considerable attendance of children who are now subject to every kind of vicious and unhealthful influence; the mortality of such children in Manchester would thus be much lessened, 819——Probable result of the adoption of the Manchester and Salford Bill, with respect to the acceptance of the rate by the differents sects, 826——Witness further objects to what he terms the despotism, sectarianism, inequality, and inefficiency of the Bill, and its violation of constitutional right, 826——Lord John Russell's Bill also is objectionable, inasmuch as it ignores both local government and liberty of conscience, 826. 828.

Explanation as to the mode in which the Bill of the National Public School Association would work, 827. 851-855——This Bill would be simply an embodiment of the national will, 827——The establishment of schools would depend on the local school committees, who would be elected by the ratepayers, 827. 836——Visitors would be appointed by the local committees to go to the destitute places and take the best course for insuring the school attendance of the poorer children; this attendance could be insured by enforcing the vagrancy laws, 827. 837-840. 883-885——The working of the Bill would be of a permissive character, and annual reports would keep the Legislature and the country well acquainted with the progress of the system, 827——Further evidence as to the propriety and practicability of inculcating, in the secular schools, general Scriptural precepts, and of teaching morality *per se* without interfering with doctrinal religion, 829-835. 847-850. 875-877. 889-961——The secular scheme embraces the establishment, by the Board of Education, of normal schools for the training of teachers, 841, 842 teachers for the secular schools would also be accepted from the existing training schools, 843, 844.

There is no reason why a teacher educated at the expense of the Church of England might not conscientiously undertake the mastership of a secular school, 845-850——Remarks as to school inspection under the secular system and under the present system, 851-857——Witness has frequently tested public opinion in Manchester and other large towns, with respect to the proposed secular system; out of about one hundred and sixty public meetings, attended by him, there have been only two decisions against the adoption of that system, 858——The secular education of children is the duty of the State, when such education is not undertaken by the parents; religious teaching by the State is not justifiable

Report, 1852-53—*coneinued.*

Watts, John, PH. D. (Analysis of his Evidence)—*continued.*

justifiable, 859-865——Remarks as to the existence of morality apart from religion, 866——The schools in India, and schools conducted by missionaries, prove that education on moral principles can be taught without introducing the Christian religion, 867-871.

If religious teaching were neglected under a secular system of education, the fault would lie with the religious organizations of the country, 872——These organizations are quite competent to undertake the religious instruction, 873, 874. 878-881——Witness's recommendation of the secular system is, that it gives as much intellectual and moral culture as can be given without disagreement and without injustice, 879——The objections of the public against an education rate have gradually subsided, 882——There would be no difficulty under the secular scheme of meeting the objection of the Congregational Board of Education, as urged by Mr. Baines, against the receipt of taxes for religious instruction, 886——Objections of witness to any support being given by the National Association to the promoters of the present Bill, 887——Sunday-school and other religious instruction would be raised rather than lowered in character by religion being excluded from the proposed free schools, 887, 888.

The principles of the National Public School Association are supported by ministers of almost every religious body, 940-946——Three Roman-catholic priests have, to witness's knowledge, expressed their approval of the secular system, 962, 963——Evidence as opposed to that of Mr. Baines and the Rev. Mr. Richson, that the education system in America is undermining Christianity in that country, 963——Opinion expressed by Mr. Morell in his Report of 1851-52, referring to the great number of children in the Liverpool workhouses, "that the sheet-anchor of this country, socially speaking, must be the education of the people," 936——Witness finally submits, that such education cannot be nationalized or properly carried out by the Manchester and Salford Education Bill, or by the Bill introduced by Lord John Russell, 936.

Working Classes. See *Free Schools.* *Labouring Classes.* *Lower Orders.*

Z.

Zion Chapel Independent School (Manchester). The school is supported by voluntary contributions and the payments of the children; the school is not eligible for any support from the Committee of Privy Council on Education, *Salter* 1805-1807——Nature of the religious instruction afforded in the Zion Chapel Independent School; how far religious influence mingles with the secular portion of the education, *ib.* 1810-1837.

REPORT

FROM THE

SELECT COMMITTEE

ON

COMMUNICATION BETWEEN LONDON AND DUBLIN;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
13 *July* 1853.

747.

Jovis, 12° *die Maii*, 1853.

Ordered, That a Select Committee be appointed to examine and report upon the present state of Communication between London and Dublin, *viâ* Holyhead, as regards the expeditious Conveyance of the Mails, Transport of Troops, and the convenience afforded to the Public, and the Irish Representatives in particular, in their attendance on this House; and report what improvements modern science can suggest to establish a more speedy and commodious Communication between the two Capitals.

Veneris, 13° *die Maii*, 1853.

Committee nominated, of—

Mr. Henry Herbert.	Captain Duncombe.
Lord Alfred Hervey.	Lord Naas.
Sir Richard Bulkeley.	Admiral Berkeley.
Mr. Vance.	Mr. Richard Fox.
Mr. Henry Corry.	Mr. Bright.
Mr. Fortescue.	Viscount Jocelyn.
Mr. Repton.	Mr. George Hamilton.
Mr. Tollemache.	

Ordered, That the Committee have power to send for Persons, Papers, and Records.

Ordered, That Five be the quorum of the Committee.

Veneris, 27° *die Maii*, 1853.

Ordered, That the Return relative to the Holyhead and Kingstown Mail Packets (presented 10th May); also Captain Denham's Report on Passenger Accommodation in Steamers between Ireland and Liverpool, 1849; and also, Report of Select Committee on Kingstown and Holyhead Mails, be referred to the Committee.

Lunæ, 30° *die Maii*, 1853.

Ordered, That all Reports upon the Subject of Communication by Sea and by Land between London and Dublin, *viâ* Holyhead, be referred to the Committee.

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REPORT.

THE SELECT COMMITTEE appointed to Examine and Report upon the present State of COMMUNICATION between *London* and *Dublin*, viâ *Holyhead*, as regards the Expeditious Conveyance of the Mails and Transport of Troops, and the Convenience afforded to the Public, and the Irish Representatives in particular in their Attendance on this House, and Report what Improvements modern Science can suggest to establish a more Speedy and Commodious Communication between the two Capitals, and who were empowered to Report their Observations and Opinions thereupon, together with the Minutes of the Evidence taken before them;——HAVE considered the Matters to them referred, and have agreed to the following RESOLUTIONS, which they have agreed to Report to The House, with their Observations, and the MINUTES of the EVIDENCE taken before them.

Resolved, That it is the opinion of this Committee—

1. That notwithstanding the vast and increasing importance, even in a national point of view, of a rapid and efficient communication between England and Ireland, the one now existing is not only defective in speed and convenience, but inferior to what it was previous to the year 1850, when the contract was formed with the Dublin Steam Packet Company.

2. That the present imperfect state of the communication being partly owing to the inferior packets employed, much advantage would accrue by the establishment of steamers of the calibre suggested in the Evidence, that would go at the rate of at least 20 miles an hour, afford a great increase of accommodation, and also be suitable, in case of need, for the conveyance of a considerable body of troops.

3. That the speed of the Railway communication between London and Holyhead might be greatly accelerated.

4. That the time at present occupied in the conveyance of mails between London and Dublin is from 14 to 15 hours; whereas, by the increased speed of the Railway communication, and the employment of the superior vessels, it might be reduced to about 11 hours.

5. That it is highly advisable that steps should be taken, with as little delay as possible, to carry out as many of the important improvements now suggested as are practicable.

6. That it would be desirable that a morning express mail train, leaving London and Dublin respectively before nine o'clock, a. m., and depositing and picking up letters to and from Liverpool and the manufacturing districts, together with a superior class of steamers, with adequate accommodation for passengers, and with greater capabilities, as regards speed, than those at present employed, and that the time of departure and arrival should be so adjusted as to ensure to the provinces, as far as possible, the advantages of this improved communication.

REPORT.

Your Committee have further considered the Matters referred to them, and Report:

The state of the communication between England and Ireland has at various periods occupied the attention of Parliament since the Legislative Union of the two countries.

Parl. Reports.

Committees were appointed at different times between the years 1810 and 1842, to suggest such improvements in the mode of intercourse as the constantly increasing traffic required, and the progress of science rendered practicable.

By all these Committees the great national importance of the establishment of the most speedy and convenient postal and passenger communication between London and Dublin was fully recognized; and, in compliance with the recommendations of these Reports, large sums were expended under the sanction of Parliament in the formation of Roads between London and Holyhead; in the construction of the Suspension Bridge across the Menai Straits; and in the construction of Harbours on both sides of the Channel.

Parl. Paper.

Packets were established for the conveyance of mails and passengers, and in 1846 there were no less than four distinct services performed by a fleet of 20 packets in Her Majesty's service between Milford and Waterford, Holyhead and Kingstown, Donaghadee and Port Patrick, Liverpool and Kingstown, at a considerable annual expense.

Hansard, 1844, vol. 74, p. 570.

In 1844 the late Sir Robert Peel stated in the House of Commons, that "The object of the Government was to make arrangements to secure the most expeditious intercourse possible between the Metropolis of Ireland and England," at the same time expressing a strong opinion as to the public advantages likely to accrue from such a policy; and in 1845 he further gave as a reason for an intended proposal of a grant for the improvement of Holyhead Harbour, that that port was the "proper channel of communication with Ireland."

Hansard, 1845, vol. 77, p. 1163.

Binger, Q. 1693 *et seq.*

By the opening of the Chester and Holyhead Railway, in May 1848, and the subsequent completion of the Tubular Bridge across the Menai Straits, Holyhead became the point of embarcation for the greater proportion of the Irish passengers and mails; four new Steamers were built by the Government expressly for the Holyhead Station, and up to the commencement of the year 1850, great efforts were made to perform the service with the utmost possible efficiency. It cannot therefore be doubted that since the Union the establishment and maintenance of the best and speediest means of communication between the two countries has been regarded as a paramount duty of Government.

Binger, 890.

In the year 1848 Lord Auckland, then First Lord of the Admiralty, stated in his evidence before the Select Committee on Army, Navy, and Ordnance Estimates, that as a general principle he was of opinion that the Packet Service might be more cheaply done by contractors, though he thought in most cases it might be more efficiently and certainly done by Government, and the Committee recommended the contract system on the grounds of economy.

This recommendation appears to have led to the adoption of a totally different principle, as regards the communication with Ireland, from that previously acted upon since the time of the Union: and the matter was accordingly dealt with by Government in 1850 as purely departmental, and with reference solely to the minimum cost at which the mails could be conveyed across the Channel. Not only had the mail-packets been removed from three out of four of the above-mentioned stations (a measure which the facilities afforded by the completion of the Holyhead Railway may have rendered desirable), but tenders were invited for the performance of the service between Holyhead and Kingstown by contract at a diminished speed; and a contract was accordingly entered into with the City of Dublin Steam Packet Company to perform the service for the sum of 25,000 *l.* a year, which when performed by Her Majesty's packets had cost a much larger sum.

The

The result of this change has been a considerable diminution in speed of the Mail Packets. No stipulations were made with regard to the accommodation of passengers. The inadequacy of both the Mail and express boats for the present amount of traffic is a perpetual source of complaint; ladies are described as frequently being obliged to lie on the floor, in such numbers as to render it impossible to move about the over-crowded cabins, and the fact that the boats are not sufficient for the number of passengers having become known to the public, a very serious obstacle is interposed to that intercourse between the two countries, which, for many reasons, it is so desirable to promote. Thus, during a period when immense advances have been made in the science of steam navigation, and while all other important lines of communication, such as the Cunard to New York, and the Peninsular and Oriental Company's lines to the East have greatly improved, that with Ireland alone has deteriorated.

Watson, 580. Maberly, Q. 1840 &c. Q. 131.

Your Committee have had ample evidence that the postal arrangements between London and Dublin admit of considerable improvement. There are at present two daily communications each way, *viâ* Holyhead. The first leaving London at 5 p.m. with letters received to 3. 30 at the General Post-office, is forwarded by the ordinary Northern Express Train to Crewe, and thence to Holyhead, where it is due at 12. 25 a.m. the next day. This Mail is due at Kingstown at 6 a.m. Dublin time, but its arrival is exceedingly irregular, being frequently half an hour, or even an hour late. The nominal time occupied between London and Kingstown is 13 hours 25 minutes, that is, from 5 p.m. London time, to 6 a.m. Dublin time. The second departure from London is the 8. 45 p.m. Mail Train, which is due at Holyhead at 5. 49 a.m. The packets should sail at 6. 14 a. m., and reach Kingstown at 11 a. m. The arrival of this post appears to be equally irregular with the former; the time occupied between London and Kingstown may be taken at 15h. 10m., or from 8.45 p. m. London time, to 11. 30 a. m. Dublin time.

Huish, Roney, Watson.

The first Mail Packet leaves Kingstown at 1 p.m., Dublin time. The time between the departure of this boat from Kingstown (1. 25 p.m., London time), and the departure from Holyhead of the Mail Train in connexion with it (7 p.m.) is 5 hours and 34 minutes; the train is due at Euston Station, 4 . 50 a.m., the time occupied from Kingstown to Euston Station is 15h. 25m.

First Mail from Kingstown.

The second Mail Packet leaves Kingstown at 7. 55 p.m., occupies the same time on the passage, and is due at Euston Station at 11 a.m. The time occupied from Kingstown to Euston station is 15h. 5m.

Second Mail, fro Kingstown.

There is also a daily communication each way, Sundays excepted, between London and Dublin, for passengers only, performed by an express train, and steam-boats belonging to the Chester and Holyhead Railway Company. The departure from London is at 9. 15 a.m., the arrival at Kingstown at 10 p.m.; the time nominally occupied 12h. 45m. The departure from Kingstown is at 9. 25 a.m., the arrival in London, 11. 25 p.m.; the time occupied 14 hours.

The time supposed to be now occupied by the Mails between London and Kingstown, may be thus taken at an average of about 14 hours 25 minutes each way.

Your Committee are of opinion, that this time may be easily reduced to about 11 hours. To effect this, the speed on the railway must be accelerated, by diminishing the length and number of stoppages, and a class of vessels superior to those at present employed provided; but such acceleration of speed must necessarily involve considerable alterations of the present times of departure and arrival. It has been shown by the evidence that considerable additional accommodation could be afforded to the public, both in England and Ireland, by extensive changes in this respect.

A proposal has been made for the establishment of a Mail by the morning Express Trains leaving London and Dublin at 8. 30, or 9 a. m., respectively, and Your Committee are of opinion that great advantages would result from its adoption. This Mail, which would arrive in time for despatch from Dublin for the provinces by the night trains, though it might not carry any considerable portion of the London correspondence, would yet be of immense value, as affording an additional daily communication between Ireland, and Liverpool,

Manchester, and the manufacturing districts of England, the importance of which is daily increasing. This branch of the subject has engaged the attention of the Dublin Chamber of Commerce for several years. A deputation was appointed on the part of the merchants of Dublin to lay their views before the Committee, and Your Committee refer to the evidence of Mr. Codd, as indicative of the great anxiety of that body in favour of the project.

Lang, 1174, *et seq.*
Penn, 1321.
Lloyd, 1357.
Smithett, 1398.
Claxton, 1503.
Brunel, 1538.

For the performance of this day-service, Your Committee have had a Plan and Estimate laid before them for a class of vessels affording accommodation far superior to anything that has hitherto been attempted, and capable of running at a speed of 25 statute miles an hour. From the high professional character of Mr. Lang, who has furnished the design, and from the decided opinions that have been expressed in its favour by the eminent scientific and nautical men that have been examined, there can be no doubt that the contemplated results could be obtained. Your Committee would recommend to the favourable consideration of Parliament, and of the Government, the evidence given on this subject, being strongly of opinion that the important results which would follow from the establishment of improved means of communication would fully justify an increased expenditure.

The prompt and cheap conveyance of troops from one county to the other in the event of any emergency, which these large steamers will supply, is a consideration not to be overlooked in this important question. Your Committee refer to the evidence of the Quartermaster-general, showing the opinion of the Commander-in-Chief on this subject.

The Legislative Union of the two countries, which renders the attendance of Irish Peers and Members of Parliament necessary; the mass of business connected with private Bills, involving the attendance of professional men in London, and Witnesses, at great cost and inconvenience; the appellate jurisdiction of the House of Lords over the Irish Courts of Law; the transfer of the Board of Customs, Excise, and other public offices from Dublin to London;—all contribute to show the importance of an expeditious and convenient mode of communication between the two countries, and afford strong claims for the favourable consideration of Parliament.

In conclusion, your Committee recommend that immediate measures be taken by Government for accelerating the Mail Communication between London and Holyhead, and for providing a class of Steam-vessels, with adequate accommodation for passengers, and with greater capabilities as regards speed, than those at present employed.

That a morning Express Mail Train, leaving London and Dublin respectively before 9 o'clock a. m., should be provided.

That the time of departure should be so adjusted as to ensure to the provinces, as far as possible, the advantages of the improved communication.

In making these suggestions, Your Committee do not conceive that they are advocating any new principle, but merely a return to a system which, during a long series of years, has worked beneficially for the interests of both countries.

13 *July* 1853.

PROCEEDINGS OF THE COMMITTEE.

Veneris, 27° *die Maii*, 1853.

The Committee met.

Mr. H. Herbert.	Sir Richard Bulkeley.
Mr. G. A. Hamilton.	Mr. Vance.
Captain Duncombe.	Lord Alfred Hervey.
Mr. Tollemache.	Mr. Repton.

Mr. Henry Herbert called to the Chair.

Committee to meet Monday, Wednesday, and Friday, at 12 o'clock.

[Adjourned.

Lunæ, 4° *die Julii*, 1853.

MEMBERS PRESENT:

Mr. Herbert in the Chair.

Mr. G. A. Hamilton.	Mr. Repton.
Lord Alfred Hervey.	Mr. C. Fortescue.
Mr. Tollemache.	Lord Naas.
Mr. Vance.	

Resolutions proposed by Mr. Tollemache, read a first time, as follows:

"The Committee having fully considered the acompanying Evidence, agree to the following Resolutions:—

"1. That notwithstanding the vast and increasing importance, even in a national point of view, of a rapid and efficient postal communication between England and Ireland, the one now existing is not only defective in speed and convenience, but inferior to what it was previous to the year 1850, when the contract was formed with the Dublin Steam Packet Company.

"2. That the present imperfect state of the communication being partly owing to the inferior packets employed, it is recommended that a better class of steamers should be substituted that would perform efficiently the postal and passenger service, and be suitable in case of need, for the conveyance of a considerable body of troops.

"3. That much advantage would accrue by the employment of steamers of the calibre suggested in the evidence, that would go at the rate, at least, of 20 miles an hour, and afford a great increase of accommodation.

"4. That the speed of the railway communication between London and Holyhead might be greatly accelerated.

"5. That the time at present occupied in the conveyance of mails between London and Dublin, is from 14 to 15 hours; whereas, by the increased speed of the railway communication, and the employment of superior vessels, it might be reduced to about 11 hours.

"6. That the additional subsidy required would be small, compared to the great national object to be effected, viz., a rapid and efficient postal communication between England and Ireland.

"7. That it is highly advisable that steps should forthwith be taken, to effect the important improvements now suggested.

"8. That if arrangements could be made with the Dublin Steam Packet Company (now holding the Government contract), for placing the packets in the hands of the railway companies, so that the whole line of communication might be under one system of management, greater regularity and efficiency would probably be the result.

"9. That the departures and arrivals of the Mails, as follows, be recommended; the whole according to London time:—

Down Mails.

"1. To leave London at 8° a.m. with the morning papers and mails, if possible; to take up at Chester the bags for Ireland, from America, Liverpool, Manchester, &c., and to arrive at Dublin (the letters having been sorted in the packet) at 6°. 41 p.m.

"Thus to be in time both for a delivery in Dublin, and a despatch to the provinces, the same evening.

"2. To leave London at 8°. 45 p.m., and meet the regular Mails for Ireland at Tamworth. From thence the speed to be accelerated so as to take up the Mails at Chester, and (the letters being sorted during the passage) to arrive at Dublin at 8°. 30 a.m. Thus to be in time for a delivery in Dublin, and a despatch to the provinces, in the forenoon of the same day.

Up Mails.

"1. To leave Dublin at 8°. 30 a.m., and dropping the Mails at Chester, for America, Liverpool, Manchester, &c., to arrive in London at 7°. 11 p.m.

"2. To leave Dublin at 7° p.m., with all the Irish Mails, and dropping the respective bags at Chester and Tamworth, to arrive in London at 5°. 36 a.m. Thus to be in time for the early delivery, &c.

"10. That the Mails in Ireland (particularly to Belfast) being capable of greatly increased speed, it is recommended that alterations similar to those suggested for England, should be adopted in that country, so as to render the proposed arrangements as convenient as possible to the provinces."

Draft Report, proposed by the Chairmain, read as follows:—

"The state of the communication between England and Ireland has at various periods occupied the attention of Parliament since the Legislative Union of the two countries.

l. Reports. "Committees were appointed at different times between the years 1810 and 1842, to suggest such improvements in the mode of intercourse as the constantly increasing traffic required, and the progress of science rendered practicable.

"By all these Committees the great national importance of the establishment of the most speedy and convenient postal and passenger communication between London and Dublin was fully recognized; and, in compliance with the recommendations of these Reports, large sums were expended under the sanction of Parliament in the formation of Roads between London and Holyhead; in the construction of the Suspension Bridge across the Menai Straits; and in the construction of Harbours on both sides of the Channel.

l. Paper. "Packets were establsihed for the conveyance of mails and passengers, and in 1846 there were no less than four distinct services performed by a fleet of 20 packets in Her Majesty's service between Milford and Waterford, Holyhead and Kingstown, Donaghadee and Port Patrick, Liverpool and Kingstown, at an annual expense of £.

nsard, 1844, 74, p. 570. "In 1844 the late Sir Robert Peel stated in the House of Commons, that 'The object of the Government was to make arrangements to secure the most expeditious intercourse possible between the Metropolis of Ireland and England,' at the same time expressing a strong opinion as to the public advantages likely to accrue from such a policy; and in 1845 he further gave as a reason for an intended proposal of a grant for the improvement of Holyhead Harbour, that that port was the 'proper channel of communication with Ireland.'

nsard, 1845. 77, p. 1163.

ger, Q. 1693 *et* "By the opening of the Chester and Holyhead Railway, in May 1848, and the subsequent completion of the Tubular Bridge across the Menai Straits, Holyhead became the point of embarkation for the greater proportion of the Irish passengers and mails; four new Steamers were built by the Government expressly for the Holyhead Station, and up to the commencement of the year 1850, great efforts were made to perform the service with the utmost possible efficiency. It cannot therefore be doubted that since the Union the establishment and maintenance of the best and speediest means of communication between the two countries has been recognized as a paramount duty of Government.

ger, 850.

"Your Committee believe that the course thus briefly described conferred important national advantages on both countries, and amply justified the expenditure incurred; and they regret to observe that a totally different principle was, for the first time, adopted in 1850, and that the question was then dealt with by Government as a matter purely departmental, and with reference solely to the minimum cost at which the Mails could be conveyed across the Channel; not only had the Mail Packets been removed from three out of four of the above-mentioned stations (a measure which the facilities afforded by the completion of the Holyhead Railway may have rendered desirable), but a contract was entered into with the

dence, mmittee 1850.

the City of Dublin Steam Packet Company to perform a service with diminished efficiency, between Holyhead and Kingstown, for a sum of £. 25,000 a year, which, when performed by Her Majesty's Packets had cost £. 68,000.

"The result of this change has been a considerable diminution in speed of the Mail Packets, together with frequent irregularity in the arrivals. No stipulations were made with regard to the accommodation of passengers. The inadequacy of the boats for the present amount of traffic is a perpetual source of complaint; ladies are described as frequently being obliged to lie on the floor, in such numbers as to render it impossible to move about the over-crowded cabins, and the fact that the boats are not sufficient for the number of passengers having become known to the public, a very serious obstacle is interposed to that intercourse between the two countries, which, for many reasons, it is so desirable to promote. Thus, during a period when immense advances have been made in the science of steam navigation, and while all other important lines of communication, such as the Cunard to New York, and the Peninsular and Oriental Company's lines to the East have greatly improved, that with Ireland alone has deteriorated.

Watson, 580. Maberly, Q. 1840, &c.

Q. 131.

"Your Committee have had ample evidence that the postal arrangements between London and Dublin admit of considerable improvement. There are at present two daily communications each way, *viâ* Holyhead. The first leaving London at 5 p.m. with letters received to 3. 30 at the General Post-office, is forwarded by the ordinary Northern Express Train to Crewe, and thence to Holyhead, where it is due at 12. 25 a.m. the next day. The packet which leaves Holyhead with this Mail is due at Kingstown at 6 a.m. Dublin time, but its arrival is exceedingly irregular, being frequently half an hour, or even an hour late. The nominal time occupied between London and Kingstown is 13 hours 25 minutes, that is, from 5 p.m. London time, to 6 a.m. Dublin time. The second departure from London is the 8. 45 p.m. Mail Train, which is due at Holyhead at 5. 49 a.m. The packets should sail at 6. 14 a.m., and reach Kingstown at 11 a.m. The arrival of this post appears to be equally irregular with the former; the time occupied between London and Kingstown may be taken at 15 h. 10 m., or from 8. 45 p.m. London time, to 11. 30 a.m. Dublin time.

Huish, Roney, Watson.

"The first Mail Packet leaves Kingstown at 1 p.m., Dublin time. The time between the departure of this boat from Kingstown (1. 25 p.m., London time), and the departure from Holyhead of the Mail Train in connexion with it (7 p.m.) is 5 hours and 34 minutes; the train is due at Euston Station, 4. 50 a.m., the time occupied from Kingstown to Euston Station is 15 h. 25 m.

First Mail from Kingstown.

"The second Mail Packet leaves Kingstown at 7. 55 p.m., occupies the same time on the passage, and is due at Euston Station at 11 a.m. The time occupied from Kingstown to Euston Station is 15 h. 5 m.

Second Mail from Kingstown.

"There is also a daily communication each way, Sundays excepted, between London and Dublin, for passengers only, performed by an express train, and steam-boats belonging to the Chester and Holyhead Railway Company. The departure from London is at 9. 15 a.m., the arrival at Kingstown at 10 p.m.; the time occupied 12 h. 45 m. The departure from Kingstown is at 9. 25 a.m., the arrival in London, 11. 25 p.m.; the time occupied 14 hours.

"The time supposed to be now occupied by the Mails between London and Kingstown, may be thus taken at an average of about 14 hours 25 minutes each way.

"Your Committee are of opinion, that this time may be easily reduced to about 11 hours. To effect this, the speed on the railway must be accelerated, by diminishing the length and number of stoppages, and a class of vessels superior to those at present employed provided; but such acceleration of speed must necessarily involve considerable alterations of the present times of departure and arrival. It has been shown by the evidence that considerable additional accommodation would be afforded to the public, both in England and Ireland, by extensive changes in this respect.

"A proposal has been made for the establishment of a Mail by the Morning Express Trains leaving London and Dublin at 8. 30, or 9 a. m., respectively, and Your Committee are of opinion that great advantages would result from its adoption. This Mail, which would arrive in time for despatch from Dublin for the provinces by the night trains, though it might not carry any considerable portion of the London correspondence, would yet be of immense value, as affording an additional daily communication between Ireland, Liverpool, and Manchester, and the manufacturing districts of England, the importance of which is daily increasing. This branch of the subject has engaged the attention of the Dublin Chamber of Commerce for several years. A deputation was appointed on the part of the merchants of Dublin to lay their views before the Committee, and Your Committee refer to the evidence of Mr. Codd, as indicative of the great anxiety of that body in favour of the project.

"For the performance of this day-service, Your Committee have had a plan and estimate laid before them for a class of vessels affording accommodation far superior to anything that has hitherto been attempted, and capable of running at a speed of 25 statute miles an hour. From the high professional character of Mr. Lang, who has furnished the design, and from the decided opinions that have been expressed in its favour by the eminent scientific and nautical men that have been examined, there can be no doubt that the contemplated

Lang, 1174, *et seq.* Penn, 1321. Lloyd, 1357. Smithett, 1398. Claxton, 1503. Brunel, 1538.

plated results could be obtained. Your Committee would recommend to the favourable consideration of Parliament, and of the Government, the evidence given on this subject, being strongly of opinion that the important results which would follow from the establishment of such an improved means of communication would fully justify the requisite expenditure.

"The Legislative Union of the two countries, which renders the attendance of Irish Peers and Members of Parliament necessary; the mass of business connected with private Bills, involving the attendance of professional men in London, and witnesses, at great cost and inconvenience; the appellate jurisdiction of the House of Lords over the Irish Courts of Law; the transfer of the Board of Customs, Excise, and other public offices from Dublin to London;—all contribute to show the importance of an expeditious and convenient mode of communication between the two countries, and afford strong claims for the favourable consideration of Parliament.

"In conclusion, Your Committee recommend that immediate measures be taken by Government—

"1. For accelerating the Mail communication between London and Holyhead.

"2. For providing a class of Steam-vessels, with adequate accommodation for passengers, and with greater capabilities as regards speed, than those at present employed.

"3. That a morning Express Mail Train, leaving London and Dublin respectively before 9 o'clock a.m., should be provided.

"4. That the time of departure should be so adjusted as to ensure to the provinces, as far as possible, the advantages of the improved communication.

"In making these suggestions Your Committee do not conceive that they are advocating any new principle, but merely a return to a system which, during a long series of years, has worked beneficially for the interests of both countries."

Veneris, 8° *die Julii*, 1853.

MEMBERS PRESENT:

Mr. H. HERBERT in the Chair.

Mr. Hamilton.	Mr. Vance.
Captain Duncombe.	Lord Alfred Hervey.
Mr. Repton.	Lord Naas.
Mr. Tollemache.	Mr. Fortescue.

Motion made, and question, "That the Committee proceed in the first place with the Resolutions proposed by Mr. Tollemache, for the purpose of their adoption," put, and agreed to.

Resolution 1 read a second time.

Amendment proposed, to leave out the word "postal" (Captain *Duncombe*). Question, "That the word proposed to be left out stand part of the question," put, and negatived.

Another Amendment proposed to leave out the words, "When the contract was formed with the Dublin Steam Packet Company" (Mr. *Vance*). Question, "That the words proposed to be left out stand part of the question," put, and agreed to:—Resolution as amended passed.

Resolution 2 read a second time.

Amendment proposed, to leave out all the words from the word, "employed," to the end of the paragraph, for the purpose of inserting the words, "That the present imperfect state of the communication being partly owing to the inferior packets employed, much advantage would accrue by the establishment of steamers of the calibre suggested in the evidence, that would go at the rate at least of 20 miles an hour, afford a great increase of accommodation, and also be suitable in case of need for the conveyance of a considerable body of troops:"—Question, "That the words proposed to be left out stand part of the question," put, and negatived:—Proposed words added:—Main question put, and agreed to.

Resolution No. 3 read and negatived.

Resolution No. 4 read.

Amendment proposed, at the end thereof, to add the following words: "It being in evidence before the Committee that considerable irregularity has existed in the arrival of the railway trains conveying the mails" (Mr. *Vance*). Question, "That these words be there added," put, and negatived.

Resolution No. 4 read and passed.

Resolution No. 5 read and passed.

Resolution No. 6 read and negatived.

Resolution No. 7 read and postponed.

Resolution No. 8 read:—Question put, "That this resolution be agreed to." The Committee divided:

Ayes 2.	Noes, 6.
Mr. Fortescue.	Lord Naas.
Mr. Tollemache.	Mr. Repton.
	Capt. Duncombe.
	Mr. Hamilton.
	Lord Alfred Hervey.
	Mr. Vance.

Resolution No. 9 read.

Amendment proposed to strike out the words from the word "that" to the word "time," for the purpose of inserting the words, "unless some other plan still more convenient for Ireland, and approved of by the Post Office authorities, be suggested, the following might be carried out with advantage:"—Question, "That the words proposed to be left out stand part of the question," put, and negatived. Words added:—Main question as amended, put. The Committee divided:

Ayes, 2.	Noes, 6.
Mr. Tollemache.	Mr. Fortescue.
Mr. Repton.	Lord Naas.
	Captain Duncombe.
	Mr. Hamilton.
	Lord Alfred Hervey.
	Mr. Vance.

No. 10 read, and postponed.

Motion made, and question, "That it is to be regretted that the existence of the contract with the Dublin Steam-Packet Company, in 1850, presents a serious obstacle to the speedy adoption of some of the improvements which have been suggested, and which may hereafter be affected by the establishment of a superior class of steamers; but that additional facilities for postal communication may at once be afforded by an increase in the speed of the railway trains, and by some alteration and greater regularity in the hours of their arrival and departure" (Lord *Alfred Harvey*), put, and negatived.

Motion made, and question put, "That it would be desirable that a morning express mail train, leaving London and Dublin respectively before nine o'clock A.M., and depositing and picking up letters to and from Liverpool and the manufacturing districts, together with a superior class of steamers, with adequate accommodation for passengers, and with greater capabilities as regards speed than those at present employed, and that the time of departure and arrival should be so adjusted as to ensure to the provinces, as far as possible, the advantages of this improved communication" (Mr. *G. A. Hamilton*). The Committee divided:

Ayes, 5.	Noes, 2.
Lord Naas.	Captain Duncombe.
Mr. Repton.	Lord Alfred Harvey.
Mr. Hamilton.	
Mr. Tollemache.	
Mr. Vance.	

Resolution No. 7 read.

Amendment proposed, after the word "advisable," to insert the words "if satisfactory arrangements can be made with the Dublin Steam Packet Company" (Mr. *Vance*). Question put, "That these words be there inserted." The Committee divided:

Ayes, 3.	Noes, 4.
Lord Alfred Hervey.	Mr. Repton.
Mr. Tollemache.	Captain Duncombe.
Mr. Vance.	Mr. Hamilton.
	Mr. Chairman.

Amendment proposed, to leave out the word "forthwith:"—Question, "That the word proposed to be left out stand part of the question," put, and negatived.

Amendment proposed, to leave out all the words from the word "taken" to the end of the proposed resolution, for the purpose of inserting the following, "with as little delay as possible to carry out as many of the important improvements as are practicable" (Captain *Duncombe*). Question, "That the words proposed to be left out stand part of the question," put and negatived:—Words added:—Main question as amended, put and agreed to.

Resolution, No. 10, read and negatived.

The Committee proceeded to consider the Draft Report, paragraph by paragraph.

Paragraph read, and amended, as follows:

"Packets were established for the conveyance of mails and passengers, and in 1846 there were no less than four distinct services performed by a fleet of 20 packets in Her Majesty's service between Milford and Waterford, Holyhead and Kingstown, Donaghadee and Port Patrick, Liverpool and Kingstown, at a considerable annual expense." Question, "That the paragraph as amended be agreed to," put, and agreed to.

Paragraph read as follows:

"By the opening of the Chester and Holyhead Railway, in May 1848, and the subsequent completion of the Tubular Bridge across the Menai Straits, Holyhead became the point of embarkation for the greater proportion of the Irish passengers and mails; four new steamers were built by the Government expressly for the Holyhead Station, and up to the commencement of the year 1850 great efforts were made to perform the service with the utmost possible efficiency. It cannot therefore be doubted that since the Union the establishment and maintenance of the best and speediest means of communication between the two countries has been regarded as a paramount duty of Government:"—Amendment proposed (Captain *Duncombe*), "To leave out all the words after the words 'regarded as' to the end of the paragraph, for the purpose of inserting the words 'of paramount importance:'"—Question put, "That the words proposed to be left out stand part of the paragraph." Committee divided:

Ayes, 4.	Noes, 3.
Mr. Repton.	Captain Duncombe.
Mr. Hamilton.	Lord A. Hervey.
Mr. Vance.	Mr. Tollemache.
Mr. Chairman.	

Amendment proposed (Lord *Alfred Hervey*), "To leave out all the words from the word 'efficiency' to the end of paragraph:"—Question put, "That the words proposed to be left out stand part of the paragraph." The Committee divided:

Ayes, 4.	Noes, 3.
Mr. Repton.	Captain Duncombe.
Mr. Hamilton.	Lord A. Hervey.
Mr. Vance.	Mr. Tollemache.
Mr. Chairman.	

Question, "That the paragraph be agreed to," put, and agreed to.

No. 7 read:—

"Your Committee believe that the course thus briefly described conferred important national advantages on both countries, and amply justified the expenditure incurred; and they regret to observe that a totally different principle was, for the first time, adopted in 1850, and that the question was then dealt with by Government as a matter purely departmental, and with reference solely to the minimum cost at which the mails could be conveyed across the Channel; not only had the mail packets been removed from three out of four

four of the above-mentioned stations (a measure which the facilities afforded by the completion of the Holyhead Railway may have rendered desirable), but a contract was entered into with the City of Dublin Steam Packet Company to perform a service, with diminished speed, between Holyhead and Kingstown, for a sum of 25,000*l.* a year, which, when performed by Her Majesty's packets had cost 68,000*l.*:—Amendment proposed (Captain *Duncombe*), "To strike out the words '68,000*l.*,' for the purpose of inserting the words, 'a much larger sum:'"—Question put, "That the words proposed to be left out stand part of the Paragraph." The Committee divided:

Aye, 1.	Noes, 5.
Mr. Vance.	Captain Duncombe.
	Mr. Tollemache.
	Lord A. Hervey.
	Mr. Repton.
	Mr. Hamilton.

Words added:

Question, "That the paragraph as amended be agreed to," put. Committee divided:

Ayes, 2.	Noes, 4.
Mr. Repton.	Captain Duncombe.
Mr. Hamilton.	Lord A. Hervey.
	Mr. Tollemache.
	Mr. Vance.

[Adjourned till Monday, at 12.

Lunæ, 11° *die Julii*, 1853.

MEMBERS PRESENT:

Mr. H. HERBERT in the Chair.

Mr. G. A. Hamilton.	Mr. C. Fortescue.
Mr. Vance.	Captain Duncombe.
Mr. Repton.	Lord Alfred Hervey.
Lord Naas.	

Proposed paragraph read, as follows: "In the year 1848, Lord Auckland, then First Lord of the Admiralty, stated in his evidence before the Select Committee on Army, Navy, and Ordnance Estimates, that, as a general principle, he was of opinion that the Packet Service might be more cheaply done by contractors, though he thought in most cases it might be more efficiently and certainly done by Government, and the Committee recommended the contract system on the grounds of economy.

"This recommendation appears to have led to the adoption of a totally different principle, as regards the communication with Ireland, from that previously acted upon since the time of the Union; and the matter was accordingly dealt with by Government in 1850 as purely departmental, and with reference solely to the minimum cost at which the mails could be conveyed across the Channel. Not only had the mail-packets been removed from three out of four of the above-mentioned stations (a measure which the facilities afforded by the completion of the Holyhead Railway may have rendered desirable), but tenders were invited for the performance of the service between Holyhead and Kingstown by contract at a diminished speed; and a contract was accordingly entered into with the City of Dublin Steam-Packet Company to perform the service for the sum of 25,000*l.* a year, which, when performed by her Majesty's packets, had cost a much larger sum." (Mr. *Hamilton.*)

Question, "That this paragraph stand part of the proposed Report," put, and agreed to.

Paragraph read as follows: "A proposal has been made for the establishment of a mail by the morning express trains leaving London and Dublin at 8.30 or 9 A.M. respectively, and Your Committee are of opinion that great advantages would result from its adoption. This mail, which would arrive in time for despatch from Dublin for the provinces by the night trains, though it might not carry any considerable portion of the London correspondence, would yet be of immense value, as affording an additional daily communication between Ireland, and Liverpool, Manchester, and the manufacturing districts of England, the importance of which is daily increasing. This branch of the subject has engaged the attention of the Dublin Chamber of Commerce for several years. A deputation was appointed

pointed on the part of the merchants of Dublin to lay their views before the Committee, and Your Committee refer to the evidence of Mr. Codd, as indicative of the great anxiety of that body in favour of the project." Question put, "That this paragraph stand part of the Report." The Committee divided:

Ayes, 5.	Noes, 2.
Mr. Vance.	Lord A. Hervey.
Mr. G. A. Hamilton.	Captain Duncombe.
Mr. Repton.	
Mr. C. Fortescue.	
Lord Naas.	

Paragraph read, as follows: "For the performance of this day-service, Your Committee have had a plan and estimate laid before them for a class of vessels affording accommodation far superior to anything that has hitherto been attempted, and capable of running at a speed of 25 statute miles an hour. From the high professional character of Mr. Lang, who has furnished the design, and from the decided opinions that have been expressed in its favour by the eminent scientific and nautical men who have been examined, there can be no doubt that the contemplated results could be obtained. Your Committee would recommend to the favourable consideration of Parliament, and of the Government, the evidence given on this subject, being strongly of opinion that the important results which would follow from the establishment of improved means of communication would fully justify an increased expenditure. Amendment proposed, to leave out the words "speed of 25 statute miles an hour," for the purpose of inserting the words, "a greatly increased rate of speed." (Lord *Alfred Hervey.*)

Question put, "That the words proposed to be left out stand part of the paragraph." The Committee divided:

Ayes, 4.	Noes, 3.
Mr. Vance.	Lord Alfred Hervey.
Mr. G. A. Hamilton.	Captain Duncombe.
Mr. C. Fortescue.	Mr. Repton.
Lord Naas.	

Question, "That this paragraph stand part of the proposed Report," put, and agreed to. The Committee proceeded with, and agreed to, the remainder of the proposed Report. Question, "That this be the Report of the Committee," put, and agreed to.

[Ordered to Report; together with the Minutes of Evidence.

EXPENSES OF WITNESSES.

NAME of WITNESS.	PROFESSION or CONDITION.	By what Member of Committee Motion made for Attendance of the Witness.	Total Number of Days.	Number of Days under Examination by Committee, or acting specially under their Orders.	Expenses of Journey to London and back.	Expenses in London.	TOTAL Expenses allowed to Witness.
					£. s. d.	£. s. d.	£. s. d.
Gustavus Cornwall	Secretary, General Post Office, Dublin.	The Chairman	7	1	6 7 4	7 7 –	13 14 4
William Ewart	Merchant, Belfast	The Chairman	8	1	6 10 –	8 8 –	14 18 –
Luke Smithett	Captain, R. N.	The Chairman	2	1	2 5 –	2 2 –	4 7 –
Oliver W. Lang	Engineer	The Chairman	4	1	6 10 –	4 4 –	10 14 –
Arthur M'Gregor Skinner.	Captain, R. N.	The Chairman	7	1	6 10 –	7 7 –	13 17 –
						£.	57 10 4

MINUTES OF EVIDENCE.

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MINUTES OF EVIDENCE.

Lunæ, 30° *die Maii*, 1853.

MEMBERS PRESENT.

Mr. Henry Herbert.	Mr. G. Hamilton.
Sir R. Bulkeley.	Mr. Vance.
Mr. Henry Corry.	Mr. Fortescue.
Mr. Repton.	Mr. Tollemache.
Captain Duncombe.	Lord Naas.

HENRY ARTHUR HERBERT, Esq., in the Chair.

Captain *Mark Huish*, called in; and Examined.

Capt. *M. Huish.*

30 May 1853.

1. *Chairman.*] YOU are the General Manager of the London and North-Western Railway, I believe?—I am.

2. Is your company largely interested in the Chester and Holyhead Railway?—The London and North-Western Railway Company were subscribers for half the capital of the Chester and Holyhead Company; and they hold that stock, together with a portion of the additional stock which has been necessarily created from time to time for the completion of the undertaking.

3. Have you given your attention much to the subject of the communication between England and Ireland?—I gave a great deal of attention to it last year, in consequence partly, I may say principally, in the first instance, of the large interest which my company possessed in the route to Holyhead; at the request of the directors, I visited Ireland for the purpose of ascertaining what was really desired by the inhabitants of Dublin and of the provinces, and also for the purpose of ascertaining what I could recommend as an improved communication between the two capitals. I spent a month or six weeks in Ireland, and during that time I endeavoured to collect opinions from all quarters. I travelled a good deal through the country, and attempted to master the subject; first, with regard to an improved postal communication; and, secondly, as to the best means of fully developing, what has never yet been done, the passenger traffic between the two kingdoms.

4. What measures did you adopt to ascertain the state of public feeling upon those points?—I mixed in all societies; I kept my ears open, and wherever I had the opportunity, I threw myself in the way of all the practical men who were interested in the question. I had interviews with the corporation of Dublin, and with the representatives of other public bodies; I had frequent conversations with the representatives of the railway interest which converges Dublin as a centre; I waited upon several Members of Parliament, yourself among the number, and I endeavoured as far as I could to gather the public feeling to ascertain what was required, and to condense it in my own mind, with the view of determining what was practicable.

5. Will you state to the Committee what are the existing means of communication between London and Dublin, for mails and passengers, by way of Holyhead; perhaps you will state the departures from London first?—There

Capt. *M. Huish.*

30 May 1853.

are at present three daily communications, in both directions, between London and Dublin; two of them are conducted, under the arrangements of the Post Office, by the City of Dublin Company, and one by the Chester and Holyhead Company's own boats. They are authorized by Act of Parliament to own and run boats between Holyhead and Kingstown. Those three communications are daily kept up, with the exception of Sunday, on which day the mail trains alone run. The first train from London is what is ordinarily called the night mail, which leaves at 8.45 p.m., and arrives at Kingstown at 10 minutes past 11 the next morning. The next train is the morning express mail, leaving London at a quarter past nine o'clock in the morning, reaching Kingstown at 10 o'clock at night. It used to be an express train, the mail having left then at 10 o'clock in the morning; but, within a very short period of time, the Post Office authorities have abandoned the 10 o'clock mail, and adopted the 9.15 express as the mail train.

6. Mr. *H. Corry.*] That train carries the mails as far as Chester, does not it?—Yes.

7. There is no Irish mail by that train?—No.

8. *Chairman.*] How far does that train carry the Irish mail?—As far as Chester, where it is left to be taken up by a Chester and Holyhead later train. The Irish mail leaves at five o'clock p.m. This is the five o'clock express from London, which is due at Kingstown at three minutes past six in the morning.

9. Will you now state the departure from Kingstown?—The first train, which corresponds with the night mail from London, is the night mail from Kingstown, leaving Kingstown at 7.55 P. M., and it reaches London at 11 o'clock in the morning. The letters are delivered between three and half-past four o'clock in the afternoon in London. The next train is the express train of the Chester and Holyhead company, which leaves Kingstown at 25 minutes past nine in the morning, and reaches London at 25 minutes past 11 the same evening. The third train is the mid-day mail leaving Kingstown at 25 minutes past one o'clock, and reaching London at 10 minutes to five o'clock in the morning, for the early delivery of London letters.

10. Will you state the arrangements generally between the Government and the City of Dublin Company?—

[*The Witness delivered in the following Table:*]

TIME of MAIL and EXPRESS TRAINS and BOATS between *London* and *Dublin*.

Class of Train.	STATIONS.	MAIL TRAIN, CITY OF DUBEIN.		EXPRESS TRAIN, CHESTER AND HOLYHEAD.		MAIL TRAIN, CITY OF DUBLIN.	
		Departure and Arrival.	Time on Journey.	Departure and Arrival.	Time on Journey.	Departure and Arrival.	Time on Journey.
Up Journey from Dublin to London.		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
	Leave Kingstown - -	7 55 p.m.		9 25 a.m.		1 25 p.m.	
	Arrive Holyhead - -	12 35		1 45 p.m.		6 5	
			4 40		4 20		4 40
	Delay at Holyhead -	- - -	1 10	- - -	0 55	- - -	0 50
	Leave Holyhead - -	2 0 a.m.		2 40		7 0	
	Arrive Chester - -	4 40		5 20		9 40	
			2 40		2 40		2 40
	Delay at Chester - -	- - -	0 5	- - -	0 20	- - -	0 10
	Leave Chester - -	4 45		5 40		9 50	
	Arrive London - -	11 -		11 25		4 50	
			6 15		5 45		7 0
	TOTAL Time - -	- - -	14 50	- - -	14 0	- - -	15 20

Class of Train.	STATIONS.	MAIL TRAIN. Departure and Arrival.	MAIL TRAIN. Time on Journey.	EXPRESS TRAIN. Departure and Arrival.	EXPRESS TRAIN. Time on Journey.	MAIL TRAIN. Departure and Arrival.	MAIL TRAIN. Time on Journey.
		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
Down Journey from London to Dublin.	Leave London	8 45 p.m.		9 15 a.m.		5 0 p.m.	
	Arrive Chester	3 24		2 45 p.m.		10 15	
			6 39		5 30		5 15
	Delay at Chester	- - -	0 3	- - -	0 10	- - -	0 5
	Leave Chester	3 27		2 55		10 20	
	Arrive at Holyhead	6 7		5 15		1 0	
			2 40		2 20		2 40
	Delay at Holyhead	- - -	0 23	- - -	0 25	- - -	0 23
	Leave Holyhead	6 30		5 40		1 23	
	Arrive at Kingston	11 10		10 0		6 3	
			4 40		4 20		4 40
	TOTAL Time	- - -	14 25	- - -	12 45	- - -	13 3

Witness.—I can only state those arrangements generally, as they are known by the publication of the Blue Books by this House. The arrangement I understand to be, that for a certain annual payment, which I believe is 25,000 *l.* a year, the City of Dublin Company are to run two mail boats, daily, between Kingstown and Holyhead, at a speed which shall not exceed four hours and 40 minutes for the passage.

11. Was the service performed by Government vessels before that arrangement with the City of Dublin Company?—Before the contract was taken, the Government performed the whole of that service with their own establishment, through the Admiralty; and for a number of years they had a very large establishment for the conduct of that traffic.

12. When did the new arrangement begin with the City of Dublin Steam Packet Company?—Upwards of two years ago.

13. Do you consider that the arrangement then made was an improvement on the previous service which had been performed by the Government?—I consider that the arrangement made was a very serious injury to the service. Although the Government service had not been performed in the manner which I think the increasing importance of the communication between the two countries demanded, and fell very far short of what might have been afforded by active and enterprising management, yet, inferior as the Government service had been, it was considerably deteriorated when it was handed over, by the arrangement to which I have alluded, to the City of Dublin Company.

14. Do you think that the present arrangement is susceptible of any improvement?—I think the present arrangement is susceptible of very great improvement; of course that improvement must be measured by expense; the service cannot be improved without expenditure; the improvements are facile if the money is forthcoming; and they may be very considerable, in my opinion.

15. Have you turned your attention to any particular mode of improvement?—Yes; I think one of the great objects to be attained is to have the despatches from London so regulated that they shall reach Dublin in time for the transit of the mails into the interior; for instance, arrangements might easily be made by which a passenger or a letter might leave London after breakfast, and sleep or be delivered at either Cork, or Galway, or Belfast, the same night.

16. Will you state the mode in which you would propose to carry out that improvement?—The improvements would, of course, necessitate a greater speed of passage across the Channel, which speed could scarcely be attained to the extent to which I think it is capable of being increased, and which I conceive the growing importance of the communication demands, without a superior class of boats; but assuming that such boats were placed upon the station, I see nothing to prevent the mail leaving London, say at half-past eight in the morning, and reaching Dublin at half-past seven in the evening, or even earlier than that.

17. Mr. *Hamilton.*] Do you mean Dublin or Kingstown?—Dublin. I should say it might arrive easily at half-past seven in Dublin. Now, by delaying the

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dispatch of the inland night mails from Dublin by the Great Southern and Western, the Belfast line, and the Galway line, till half-past eight or nine o'clock at night, the letters would be delivered in Cork and in Galway, and in all the extreme parts of Ireland, at breakfast time the next morning. A passenger who had left London at half-past eight in the morning would arrive at his hotel at Cork, which I will take as the extreme point, perhaps at two o'clock in the morning of the next day. At present it will be observed that the mails from London do not reach Dublin for two hours, or more than that, after the mails for the interior have been dispatched.

18. You have latterly used the word "Dublin," instead of "Kingstown"; do you mean Dublin or Kingstown?—In the last case, Dublin. In the former instances, when I was giving the actual service, I meant Kingstown, because that is the point to which the services extend. But in the proposed arrangement which I thought might be carried out, I have taken Dublin as the point.

19. Lord *Naas.*] The mails would arrive at Kingstown an hour and a half sooner?—Yes.

20. *Chairman.*] Will you state shortly what you propose to do with the night mail?—The night mail now leaves London at 8.45; if that mail left at 8, it would reach Dublin by a time table which I think might be arranged for express mails, at 20 minutes to 7 in the morning. It would, therefore, be in Dublin three hours before the dispatch of the day mails into the interior, instead of, as at present, reaching Dublin an hour after those day mails are all gone. I give this, of course, not as a model time bill, but what I believe practically might be effected under the system which I advocate.

21. Lord *Naas.*] Do you propose that there should be only two communications between London and Dublin in the 24 hours?—There are three inefficient communications now, and I propose that there should be two very superior ones, which, I think, would be very much more acceptable to the Irish people than the present system. I ground my opinion upon resolutions which were come to at a meeting which I had the honour of holding with the Chamber of Commerce in Dublin. I have stated that I endeavoured to gather an expression of opinion wherever I could; and I came to the conclusion that this theory which I thought might be carried out in practice was exactly what the representatives of the commercial interests of Dublin required.

22. Do you think that two communications in the 24 hours would be sufficient for all purposes?—Amply sufficient for the postal communications certainly; and probably with a larger class of boats, would be sufficient for the passenger traffic for a period; but I trust to see the time when it will be very insufficient as regards passenger communication.

23. *Chairman.*] You would propose only two postal communications each way?—Two postal communications each way.

24. Do your remarks extend also to passengers?—Certainly, as regards these boats; it would be very easy to add a third, if the passenger traffic warranted it hereafter.

25. Then, in this arrangement, you would propose to substitute at present two efficient communications daily, in lieu of what you have described as three inefficient communications?—Yes.

26. Will you give the Committee the proposed communications from London to Dublin?—The proposed communication from Dublin to London would be in the morning at half-past eight o'clock; to reach London at 10 minutes past seven.

27. Lord *Naas.*] What is the second proposed communication from Dublin to London?—The second suggested should leave Dublin at 55 minutes past six; you may call it 7 p.m., to reach London at 10 minutes to six in the morning.

28. *Chairman.*] Will you state what would be the advantages to the London and Dublin correspondence by the whole of the proposed arrangements being carried out?—The advantage that I contemplate is this: that letters leaving London at half-past eight o'clock in the morning by the early morning mail, instead of being detained in Dublin, because the inland night mails have all left two or three hours, would be carried on from Dublin at once, so that they would be delivered in Cork, or Connemara, or Belfast, at breakfast time the next morning; at present the letters lie in Dublin all night.

29. Would there be the same advantage to passengers?—The same; I think

think many of the excursion passengers, and many parties who are on business, to whom time is an object, would have no objection to leave London in the morning, and be able to sleep at the distant parts of Ireland the same evening, instead of being necessitated to remain over that night in Dublin.

30. Mr. *Fortescue.*] They would not, in some parts, arrive until after midnight?—That is true; they would arrive according to the distance; they would get to Galway at 12 o'clock the same night.

31. *Chairman.*] You have stated that, in order to carry out your proposed arrangements, a superior class of vessel would be required; what description of boats would you contemplate having?—The description of boats is a question which rather rests with practical maritime men than with parties like myself, who can give but an amateur opinion. All who have crossed the Channel between Kingstown and Holyhead must be aware that the present boats are extremely inconvenient, and in rough weather very unpleasant indeed; they afford little or no accommodation for ladies, and have no berth accommodation.

32. Have you been in communication with scientific men on the subject of the proposed improvements in the boats?—I have not myself been in communication; but I have been cognizant of the different communications which have been passing in order to ascertain what, at a reasonable cost, might be done; and I prefer that you should have the result of any such negotiations from parties who will give it in a more scientific manner than I can. I satisfied myself before I came here to give evidence that it is easy of accomplishment, at a figure which I think, considering that the communication between the two countries is, in fact, an Imperial question, ought not to stand in the way for an instant.

33. Mr. *H. Corry.*] In what time would it be necessary to perform the passage between Kingstown and Holyhead in order to carry out your arrangement?—I have contemplated that, instead of four hours and 40 minutes, which is the present contract time, boats of the class which I have in my eye would perform the voyage in three hours in fine weather, and three hours and a quarter in an ordinary wind. I think the passage might be brought down, as a matter of average, to three hours and a quarter with the class of boats which, in my opinion, ought to be employed.

34. Is four hours and 40 minutes the average passage?—It is the contract time with the Government. I rather apprehend it will turn out that the time has been a little exceeded; however, that is a matter which you will obtain from the returns presented to the Admiralty.

35. Mr. *Tollemache.*] Have you calculated in your proposed plan, that the time occupied by the passage will be three hours and 15 minutes?—Three hours and 15 minutes, I think should be what is called the average, because you must take the contingency of bad weather into the account.

36. Is that the time which you have allowed in the suggestions you have made?—Yes.

37. *Chairman.*] Do you contemplate also special trains for the Irish traffic?—I contemplate two special trains between London and Dublin, which shall be exclusively Irish trains, in a certain sense; of course they must take up passengers and mails along the route between London and Holyhead for Ireland, but I think you will never have between the two kingdoms the communication which in my humble opinion the necessities of the case demand, until the trains between Ireland and London are separated and detached from the Scotch trains to London.

38. Lord *Naas.*] On what grounds do you form that opinion?—Because if a train starts from Dublin and a train starts from Aberdeen, to bring the mails to London, and they are to be joined together at Crewe, it is scarcely to be conceived that one will not sometimes have to wait for the other; you are therefore either inconveniencing the Scotch passengers in a way which you have no right, I think, nationally speaking to do, because there happens to be a gale in the Irish channel, or you are keeping the Irish passengers back kicking their heels at Crewe, because there has been a snow storm on the Aberdeen hills.

39. Does that objection apply to the trains on leaving London?—It does not, except that attaching the two together certainly tends to impede both.

40. *Chairman.*] It makes the train larger?—Of course.

41. Mr. *H. Corry.*] Is it your intention that these trains which are to carry the Irish mails, shall be additional trains to those trains carrying the Scotch

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and English traffic?—Yes; we could not expedite the ordinary mails, nor could the Post Office permit it, because they have mail communication to a large extent from Liverpool, Manchester, Bristol, and Leeds, and everywhere, which impinges upon our line; that requires an amount of time on the part of the Post Office. It takes as much as half an hour at the station, with eight or ten porters employed in moving tons and tons of bags; it involves an amount of time which would forbid a quick express between Ireland and England.

42. Mr. *Vance.*] Would you contemplate that the proposed train should stop at much fewer stations?—Yes; I should stop at those large foci of traffic which require a communication with Ireland almost as much as London; for instance, Rugby I would stop at in order to bring up the Irish correspondence and passengers for the eastern district, say Peterborough. I would stop at Birmingham also, because the whole of the traffic for Ireland from the west of England and Wales would come down there.

43. Would not you go by the Trent Valley?—Yes.

44. That would not take you to Birmingham, would it?—We run a branch line from Birmingham to Stafford to meet the down train.

45. Mr. *H. Corry.*] If these trains which are to carry the Irish traffic are to be additional trains, would they not be so far an additional expense to the London and North Western Company?—Undoubtedly.

46. Have you considered how far the Irish traffic would meet that expenditure?—It would not justify the company in incurring that additional expense it would be an additional mail, for which the company must be remunerated in the ordinary way, or by a special contract with the Government. I do not anticipate that that will form a very large element in the total expense which I contemplate will be incurred by the plan which I have suggested, which I do not propound to this Committee as the best that could be proposed, but which I do lay before them as a very important improvement upon the present very imperfect communication.

47. Sir *R. Bulkeley.*] As I understand, your explanation to the Committee does not at present extend beyond an improved postal communication with Ireland; do you feel at liberty to state whether the improved class of boats which you suggest will include protection to the second and third class passengers; what protection is now afforded them in coming across the Channel?—There is little protection afforded even to Members of Parliament coming across, in the present state of the communication between Ireland and England; the boats are, compared with things around us, I consider, of a very inferior description; in a gale of wind I do not think 20 people could find sofas or berths; and for the lower orders there is no protection at all, they are huddled together like a herd of sheep; they crouch under the boats, and get out of the weather in the best way they can.

48. Therefore there is no protection whatever?—Little or none.

49. *Chairman.*] With reference to the expense of the land part of the service, you have stated that you would have two communications a day, instead of three?—Yes.

50. Therefore you get all the passenger traffic in the two trains that you had before, and, in fact, a great increase of passengers in the two trains for which you had to run three trains before?—The two daily trains which I advocate are strictly postal trains. I do not know if you had more boats running per diem whether your postal communication would be improved by it; there is no doubt whatever if the passenger traffic increases, that two boats will not be sufficient, and three, four, or five, if the traffic warrants it, will have to be put on; the companies will not come to the Government to solicit aid in doing so. I do not consider that is a question with which the Committee would have to deal.

51. Lord *Naas.*] Looking to what the passenger traffic has been hitherto, do you imagine that two trains daily would be sufficient?—I imagine that they would be sufficient. I propose that they shall belong to the Irish traffic exclusively.

52. *Chairman.*] Would not the increased passenger communication on two trains, as contradistinguished from the three you had before, have a tendency to remunerate the company for an additional speed?—No; because the company cannot abandon any of those three trains; those three trains, or two at least, are trains which run to Scotland and various parts of the kingdom, and which

which the company must continue to run; the Irish passengers are tacked on to them. I was deeply impressed with what I saw in Ireland, and I contend that the importance of a closer union between the two countries would warrant trains exclusively for that communication, which ought not to be dependent upon a variety of contingencies attaching to trains running from Scotland, Liverpool, Manchester, Leeds, and many other parts of the kingdom.

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53. Mr. *Fortescue.*] Will you explain this point: you state in your paper that the proposed morning mail is to leave London at 8.30, and to reach Dublin at 7.30?—Yes.

54. You propose that the new morning mail shall leave Dublin at 8.30, and reach London at 7.10, which is rather a shorter time; is it not the case that the present communicatian is rather quicker from London to Dublin than from Dublin to London, on account of the contingencies of bad passages to Holyhead; how do you explain that difference?—I do not know that there is any difference from Kingstown to Holyhead; there is an interval of 15 minutes allowed at Holyhead.

55. Captain *Duncombe.*] You have handed in a table of the present time, showing three trains; are you prepared to hand in a table showing the times of the two trains, which you suggest in lieu of the three trains?—I am prepared to hand in a table showing the times of the two trains, with the explanation that it a mere theoretical view which, or something analogous I believe, under proper arrangements, could be carried into effect.

56. Can you state to the Committee which you will require between London and Holyhead, because it is possible that evidence may be given upon the sea part of the journey which will not coincide with yours; are you prepared to say that those times will be kept to Holyhead?—On the understanding that they are express trains, limited to Irish and London traffic, I believe those times could be kept.

[*The Witness delivered in the following Table:*]

PROPOSED TIME TABLE for the Journey between *London* and *Dublin*, by RAIL and SEA.

Miles.	STATION. FROM	STATION. TO	Running Time. H.	Running Time. M.	Stoppages at	Minutes.	Time on Journey. H.	Time on Journey. M.
52½	London - -	Wolverton - -	1	15	Wolverton - -	2	1	17
30	Wolverton - -	Rugby - -	0	40	Rugby - - -	2	0	42
59	Rugby - -	Stafford - -	1	19	Stafford - - -	2	1	21
24	Stafford - -	Crewe - -	0	32	Crewe - - -	2	0	34
21¼	Crewe - -	Chester - -	0	29	Chester - - -	12	0	41
45¼	Chester - -	Conway - -	1	12	Conway - - -	2	1	4
39¼	Conway - -	Holyhead - -	0	54	Holyhead - -	1	0	55
¾	Holyhead Station -	Holyhead Pier -	0	7	Holyhead Pier -	15	0	22
63	Holyhead Pier -	Kingstown Pier -	3	15	Kingstown Pier -	15	3	30
7	Kingstown Pier -	Dublin Pier - -	0	15	- - - - -	–	0	15
342			9	48		53	10	41

	MORN.	EVEN.
Leave London - - -	8 0	8 0
Arrive at Wolverton - -	9 15	9 15
„ Rugby - -	9 57	9 57
„ Stafford - -	11 18	11 18
„ Crewe - -	11 52	11 52
„ Chester - -	12 23	12 23
„ Conway - -	1 37	1 37
„ Holyhead - -	2 31	2 31
„ Holyhead Pier -	2 41	2 41
„ Kingstown -	6 11	6 11
„ Dublin - -	6 41	6 41

* 10 minutes delay.

Miles.	STATION. FROM	STATION. TO	Running Time. H.	Running Time. M.	Stoppages at	Minutes.	Time on Journey. H.	Time on Journey. M.
7	Dublin - -	Kingstown - -	0	15	Kingstown - -	15	0	30
63	Kingstown - -	Holyhead Pier -	3	15	Holyhead Pier -	15	3	30
¾	Holyhead Pier -	Holyhead Station -	0	7	Holyhead Station -	1	0	8
39¼	Holyhead - -	Conway - -	0	54	Conway - - -	2	0	56
45¼	Conway - -	Chester - -	1	2	Chester - - -	12	1	14
21¼	Chester - -	Crewe - -	0	29	Crewe - - -	2	0	31
24	Crewe - - -	Stafford - -	0	32	Stafford - - -	2	0	34
59	Stafford - -	Rugby - -	1	19	Rugby - - -	2	1	21
30	Rugby - -	Wolverton - -	0	40	Wolverton - -	2	0	42
52½	Wolverton - -	London - -	1	15	- - - - -	–	1	15
342			9	48		53	10	41

	MORN.	EVEN.
Leave Dublin - - -	8 30	6 55
Arrive at Kingstown -	8 45	7 10
„ Holyhead Pier -	12 15	10 40
„ Holyhead Station	12 37	11 2
„ Conway - -	1 32	11 57
„ Chester - -	2 36	1 1
„ Crewe - -	3 17	1 42
„ Stafford - -	3 51	2 16
„ Rugby - -	5 12	3 37
„ Wolverton -	5 54	4 19
„ London - -	7 11	5 36

57. Does this table show the places at which you propose to stop?—Yes.

58. *Chairman.*] Did you not actually run a special train on the occasion of the opening of the Exhibition, which may be taken as a specimen of what may be done, even without an improvement in the boats?—We ran a train from

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London, which left at 20 minutes before nine in the morning, and we reached Kingstown, I believe, in 10 hours 54 minutes.

59. Mr. *Tollemache.*] What is the railway distance from London to Holyhead?—Two hundred and sixty-three miles.

60. Captain *Duncombe.*] That you propose doing in six hours and a half?—Yes; or from that to seven hours.

61. Mr. *H. Corry.*] Do you know how long the steamboat was in performing the passage between Holyhead and Kingstown on the occasion of the opening of the Exhibition?—I believe it took four hours, less 10 minutes.

62. That was three quarters of an hour more than the time you propose?—Half an hour more.

63. Captain *Duncombe.*] In your suggestion of mails, both in the morning and the evening, would not you have to leave at a considerably earlier period than at the present time?—Yes.

64. Are you prepared to say that the Post Office could despatch those mails at the times you have mentioned?—I think they would raise considerable objections; in the first instance, because when it was proposed the mail should leave at 9.15, instead of 10, it was considered impracticable; but inasmuch as I believe the great bulk of the letters which leave by the morning mail are now assorted and arranged during the night, with the exception, perhaps, of a few letters which arrive by early mails into London, they might be got off at the hour I mention; namely, half-past eight; and even those which come in by the early mails to London, reaching London at five in the morning, by an extension of the system, which system is largely adopted, of sending the letters in bulk, and sorting them on the journey might be forwsrded. Instead of sending them to the General Post Office and making them up there in bags, they might be put into the travelling post office, and be arranged for their destination on the journey.

65. Mr. *Vance.*] You propose that the night mail should leave London at eight o'clock, instead of 8.45 as at present; letters can be posted at this House for the 8.45 mail till 10 minutes before seven. Do you think it possible by Post Office arrangements, to enable the Members of this House to continue to have that facility?—I do not think you could post them till 10 minutes to seven, if the mail left at eight o'clock; that is an arrangement which rather relates to the Post Office department than to mine. I can conceive no difficulty, however, in having an Irish bag made up at the House of Commons, and sent at once to Euston-square.

66. You have stated that 25,000 *l.* is paid to the City of Dublin Company, for running two mail boats, which have to run in four hours and 40 minutes. Is not that amount considerably less than the Government had to pay for that service when they ran their own boats?—I believe it is very difficult indeed to discover what it really cost the Government. I have made all the inquiry I can, and I have endeavoured to ascertain from those who have studied the Blue Books; and as far as I can ascertain, it cost the Government very nearly 70,000 *l.* a year to perform that for which they now pay 25,000 *l.*

67. You state that the service is very badly performed in four hours and 40 minutes by the City of Dublin Company, and that the Chester and Holyhead Company do it in much less time?—I hope I did not say it was very badly performed. I meant it was inefficiently performed with reference to what it ought to be; four hours and 40 minutes appears to me a very long time indeed for the mails to be passing between two such important countries. The Chester and Holyhead Company's boats, which have no Government funds to assist them, do it pretty regularly in about four hours. I went to Ireland as a perfect stranger, having no connection in that country, and having nothing to do but to ascertain what was the requirement of the two countries, and what I could do to facilitate the communication. I went in one of the Chester and Holyhead Company's boats in four hours and five minutes. I came back in half a gale of wind, which made everybody very ill, in four hours and seven minutes, and I was told that was the ordinary run of those boats; I therefore found that a private company with no Government assistance at all, running the passage in 40 minutes, or nearly, less than the mail communication was allowed to go in.

68. Captain *Duncombe.*] Are you not aware that the mail-boats do the service in that time, although the contract time is four hours and 40 minutes?—I have

spoken

spoken to the city of Dublin gentlemen on the subject. I know Mr. Watson personally, and in conversation he has mentioned to me that they did not attempt to perform the passage in less than their contract time; and I think they would be very unwise if they did.

69. *Chairman.*] Is the passenger traffic between England and Ireland by Holyhead increasing rapidly?—The passenger traffic has increased considerably since we have given the facilities of return and through tickets, and especially what are popularly called tourists' tickets.

70. Mr. *Tollemache.*] You propose that the first train should leave London at 8.30 and arrive at Dublin at 7.30; that is eleven hours; that is all day work; you also propose that the next train should leave London at 8 o'clock p.m. and arrive at Dublin at 6.40 a.m.; that is all night work; the day work you propose should occupy 11 hours, and the night work 10 hours and 40 minutes. Why do you allow a longer time for the day than the night journey?—I do not know that it is necessary. I do not think there is any difference. I think it is important that there should be as much day work as possible in the Channel, and as little night work as may be, in consideration of the class of boats and the speed which will be necessary.

71. Mr. *Vance.*] Do you calculate London time throughout?—Yes; nothing allowed for the local time.

72. Mr. *Tollemache.*] I see, out of the 11 hours, you suggest that three hours and 15 minutes should be occupied in the sea passage?—Yes.

73. You also propose that 15 minutes should be occupied between Kingstown and Dublin?—Yes.

74. Therefore you allow 7 ¼ hours for the railway?—Fifteen minutes we allow for the pier. The communication at Holyhead is now of a very inconvenient kind; the pier is nearly a mile from the station, and in consequence of some restrictions, I believe, on the part of the Government, or the local authorities, but I rather think of the Government, which I hope will be overcome, the train is detached from the engine, and is horsed down that mile to the pier. Now, I see no reason, and never did, why the engine should not go down to the pier with the train, as it does in a variety of other towns in England, where the line crosses the main streets. Holyhead is not commercially of such importance as a town, that it should be dangerous to cross the public street with an engine, when it is done every day in many large towns in England; for instance, in Lincoln, where two railway companies run their main traffic across the principal street of the town. I therefore contemplate that the time is not distant when the engine will go right down to the pier. I think there are a variety of improvements might be made, and which would all follow upon a system of this kind, in the transport of luggage and other things. I see no reason why every portmanteau should be handed out at Holyhead, and sought for by the passengers, and then put upon deck. I would run a truck down from London, fitted up in a particular way, with all the Irish luggage at once stowed, so that it should be put on board the packet. Those are subsidiary arrangements which would follow upon a speedier communication as necessary, and as part of the improvement.

75. *Chairman.*] I presume you would hardly contemplate a much larger class of vessels being able to go from the present pier?—That is really a nautical question, of which I am not cognizant; I believe at Kingstown it is contemplated to carry out the jetty, which will allow of a larger class of boats. At Holyhead, the new harbour will admit of a larger class of boat.

76. Sir *R. Bulkeley.*] According to your proposed arrangement, both your passages are night passages in winter; for nine months out of the 12 they would be night passages; you propose to leave London at half-past eight in the morning, and reach Dublin at half-past seven, therefore you would go to sea about four o'clock in the evening, and in the other case it would be decidedly at night; do not you think it would be a great inducement to families if there were a day communication between Holyhead and Kingstown?—The day communication is undoubtedly the favourite; one proof of the fact will be better given by the Chester and Holyhead Company's officers than myself, viz., that the express boat of the Chester and Holyhead Company takes all the year round pretty nearly as many passengers as the two mail boats take; that is, the one express boat equals in passenger traffic pretty nearly the two mail boats put together.

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77. Do not you think it would be a great inducement to passengers, and particularly families, if there were a day communication at 10 or 12 o'clock at Holyhead?—I am sure, wherever ladies are to be considered, that a day passage is a matter of importance; they do not like the night passage, and they will stop, as I have known them do, at Holyhead for the advantage of the day passage, rather than cross in the night.

78. Still there is no day communication for six months out of the twelve at Holyhead; the mails go in the night, and the other company at half-past six, excepting in the summer?—It is possible that this which I have given the Committee as a suggested scheme of improvement, may be improved upon when you come to have the evidence of the Chester and Holyhead Company, who have given more attention to it than I could have done; it is a small part of our large concern, but a considerable one of theirs.

79. *Chairman.*] Without going into the details of any disagreement between the Chester and Holyhead Company and the City of Dublin Company, can you state whether they are working amicably together?—There has been no disagreement between the London and North Western and the City of Dublin Company; there has been a disagreement between the City of Dublin Company and the Chester and Holyhead Company, and I believe they are not working amicably; but that is a matter you will get better from the Chester and Holyhead Company's officers.

80. Captain *Duncombe.*] You have stated that if this arrangement were carried out, the London and North Western Company would not be prepared to run those two additional mail trains without some guarantee or contract; are you at all prepared to state to the Committee about what would be the sum which they would require for that additional accommodation?—Of course they could not be expected to run two trains for the service alone without any remuneration, which Government always pays for postal service by arbitration, if not by agreement with the Post-office; I am not prepared to state what that amount would be, because I have always considered, in any arrangement of that kind, the sea service would form a part of the consideration.

81. *Chairman.*] Are you aware whether the postal service between London and Dublin would be more efficient if the sea part and the land part were in the hands of the railway company under the present system?—There is no doubt whatever in my mind, that if the sea communication were in the hands of the railway company, under certain Government restrictions, that the public would be very much better served than they can be where there are the jarring elements of discord produced between one independent company on the sea and another on the land; for instance, we cannot carry out many of those facilities which we desire to give to the public in the arrangement for return tickets, and tourists' tickets, half as well with a company which is not working in friendly alliance as if it were part and parcel of ourselves; I have always looked upon the terminus of the Chester and Holyhead Railway as Chester at one end and Dublin at the other; and the boats, to my mind, should be only another long tubular bridge across the Channel.

82. If that conclusion should be come to, could the present class of boats perform the service in a very much more efficient manner than they do at present?—I believe that the boats of the Chester and Holyhead Company are superior to the boats of the City of Dublin Company; and I consider that the boats of the Chester and Holyhead Company are quite inefficient for the improved service which I should recommend.

83. In your opinion, the best are not sufficient?—In my opinion the best are very inferior to what ought to be on the station. I may have over estimated and miscalculated, and be considered rather enthusiastic in my views upon the subject, but looking, as I do, to what I consider the vast importance of the best possible communication existing between the countries of England and Ireland, I am inclined to think the pecuniary cost has been far too much regarded, and efficiency far too little looked to. I venture to think that the interests at stake are so important and so gigantic, that the best possible thing should be attained, subject, of course, to some reasonable consideration of cost, and that the mere question of what is the cheapest thing should be a secondary consideration.

84. Mr. *Vance.*] Was not the sea voyage more rapidly effected by the Admiralty boats than by either the boats of the City of Dublin Company or the Chester

Chester and Holyhead Company?—I believe it was more rapidly performed by the Admiralty boats than by the boats of the City of Dublin Company.

85. Was not it more rapidly performed by the Admiralty boats than by the boats of the Chester and Holyhead Company?—I think not.

86. Not by the Banshee?—The Banshee had the credit, I believe, for being able to perform it more rapidly, but I am not aware that in the ordinary transit it did so; you will have that fact better from another party. I may observe, that one of the Chester and Holyhead Company's boats has done the passage in three hours and 24 minutes, which shows what they can do. I have also been informed by parties who have crossed over in the boats of the City of Dublin Company and the Chester and Holyhead Company, especially the City of Dublin Company, that so well able were they to do more than the contract, that passengers have gone round the vessel with a hat for subscriptions to buy another sack of coals, so that they might get in a little sooner.

87. *Chairman.*] Has that been done on board the mail-boats?—So I have been told.

88. Sir *R. Bulkeley.*] Do the boats belonging to the Chester and Holyhead Company afford any protection to the lower orders, or to second and third-class passengers, from the weather?—The Chester and Holyhead Company's boats formerly afforded very little protection to the higher orders; but they have recently had deck cabins built, which have been a very considerable improvement.

89. Do the boats of the City of Dublin Company give any more protection to the lower orders (the second and third-class passengers) than the boats of the Chester and Holyhead Company?—I am not able to compare them; I never was in Ireland but once. I went over by one of the Chester and Holyhead Company's boats, and returned by it. When I was over there, I examined one of the City of Dublin Company's boats.

90. Do either of those boats give any protection to the lower orders?—Very little.

91. *Chairman.*] With the present means of communication, would there be any possibility of conveying over, upon an emergency, any large body of troops?—Certainly not.

92. Mr. *Tollemache.*] According to the proposed time-table, how long a time will it occupy to run the 263 miles?—About seven hours; the trains will run at about 40 miles an hour.

93. Is that at a greater rate than you run any express train at present?—Yes; we run 83 miles to Rugby in two hours and a quarter.

94. Lord *Naas.*] Is that a mail train?—An express train; it does not carry the mail.

95. Is 40 miles an hour, including stoppages, a greater speed than you run any mail train on your line?—It is.

96. What is the highest speed at which you carry mails by any mail train?—I think the Irish mail is now carried at about 36 miles an hour.

97. Is that the fastest?—That is the fastest; that is in connexion with the Scotch mail.

98. Mr. *H. Corry.*] Do you consider 40 miles an hour to be a safe speed on a narrow gauge line?—I do. Supposing the line and material to be in fair order, I consider 40 miles an hour to be perfectly safe.

99. Lord *Naas.*] Is it your opinion that the company could not carry the Irish mails at the rate of 40 miles an hour, including stoppages, unless they ran a special train?—I do not think they could; the delays of the Post-office are so very serious, and necessarily so, from the enormous accumulation of bags. I have known trains kept 30 minutes at Tamworth from the mere manipulation of the branch bags.

100. Are you obliged, according to your contract, to wait any length of time until the bags are ready?—Any length of time. The Post-office authorities give us the time-table, and we could not leave the mails behind us; we consider these trains as Government trains.

101. Are you not allowed to start from any station from which you are bound to take a bag without that bag?—I do not think there is any law that we are bound to do so, but considering the mail train is a Government train, we should not think of leaving the mail bags upon the platform, or of coming away till they were all in.

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102. Is the difference of the expense between running a train at the rate of 36 miles an hour and 40 miles an hour very great?—There is no doubt that the wear and tear of the machinery and the injury to the road increases in somewhat a geometrical proportion with the speed. The difference of the injury at 40 miles an hour, or at 30 miles an hour, would not be represented by 25 per cent.

103. Mr. *H. Corry.*] You have stated that these proposed Irish trains should stop at much fewer stations than the present trains; are you prepared to name the stations at which you would recommend they should stop?—The time-table which I have placed before the Committee is not a definite bill, but merely a rough suggestion thrown out. The view on which that is constructed is, that I should only stop the engine to take in water at distances of about 40 or 50 miles.

104. Would not that be very inconvenient to passengers at the intermediate stations, who wish to go to Ireland?—I think not, because the distances arrange themselves not inconveniently. Wolverton is the focus at which all the Buckinghamshire traffic and Bedfordshire traffic would converge. Rugby is again a point which, as I have stated, would be convenient for the whole of the traffic from the east and midland counties. The train would then run through the Trent Valley to Stafford, 51 miles, without a break; at Stafford it would receive all the traffic from Birmingham and from Shropshire. It would then run from Stafford to Crewe, between which places there is nothing but the Whitmore station, which is a very insignificant place indeed. At Crewe it would receive a considerable addition of traffic from the Potteries and elsewhere, and it would then run to Chester, and I believe Mr. Binger, upon its leaving Chester, will be able to arrange the stoppages very conveniently with reference to traffic and the watering of the engines.

105. Lord *Naas.*] And also for the purpose of taking in all the mail bags?—Yes; I think so. The stoppages embrace all the points at which the whole of the bags are now taken in. Subsidiary mails are taken in by the Post-office apparatus for catching the bags in the passage of the train, without stoppage. It is only where there are a large number of bags to be transferred from one branch to another that a stoppage of the train is required.

106. *Chairman.*] Are there any other remarks which you wish to make to the Committee?—I am not aware that I have anything to add to the evidence I have given. I again beg to express to the Committee the very strong impression which I entertain, from my short visit to Ireland, of the great importance and necessity of this question being considered and dealt with as a national question, rather than upon the mere pecuniary consideration of what could be done in the cheapest way; I may have over stated or over-estimated its importance to the two countries. I can only say, I have no possible connexion with Ireland; I never was there but once, and I have no associations with the country; but viewing it originally in connexion with my own railway, in which I do feel a considerable interest, and taking afterwards I hope a wider view when I visited the country, I came back with the impression that sufficient attention had not been given to this subject; that it had been treated, if I may say so without disrespect, more as a parish vestry would open a tender for bread for a union workhouse, than as a communication binding together two such great countries as England I knew to be, and Ireland I found to be.

Cusack Patrick Roney, Esq., called in; and Examined.

C. P. Roney, Esq.

107. *Chairman.*] HAVE you been engaged in the development of the traffic between England and Ireland during the last two years by the Holyhead line?—I have.

108. Are you fully acquainted with the existing communications by mail and otherwise?—I am.

109. Will you state what they are?—They have been stated by Captain Huish; I, perhaps, could state them a little more in detail.

110. You have heard Captain's Huish's evidence; is there anything you wish to add on that point?—The mails take much longer to come from Dublin to London than to go from London to Dublin; the time allowed for the mail boats to make the passages from Kingstown to Holyhead is not the same. The boat leaving

leaving at one o'clock in the afternoon, Dublin time, has five hours and 35 minutes allowed, but in the case of the boat leaving at half-past seven in the evening, there are six hours and five minutes allowed, so that the night mail from Dublin is a slower mail, as far as the sea portion of the passage is concerned, by half an hour than the mail leaving at one o'clock in the day.

111. What is the reason of that?—The only reason that I can imagine is, that the Post-office at Dublin send out all their letters, both for the interior of Ireland and for England at the same time. They close the receiving houses in Dublin for letters for the evening's mails at five o'clock, and at six o'clock at the General Post-office in Sackville-street, and then they make up their mails and dispatch those for England at the same time as they dispatch those for the interior of Ireland.

112. Lord *Naas.*] You say that the mails take longer in coming from Dublin to London than from London to Dublin?—Yes.

113. Does that arise at all from the sea voyage being at the beginning instead of at the end of the transit?—Unquestionably.

114. Do you think the sea voyage will always make a difference in the transit?—Not so much if there is a superior class of boats; a class of boats more competent to make the passage in a short time than the boats such as are employed at the present.

115. Mr. *H. Corry.*] In the case of the existing boats belonging to the Chester and Holyhead Company, do you happen to know the difference between the time occupied in the longest and shortest passage?—That is a difficult question to answer with regard to the longest passage, because hurricanes have occurred, which have delayed the boats nine and ten hours.

116. What would be the length of passage in ordinary gales of wind?—I think six hours and 20 minutes in a gale of wind is the longest passage of the Chester and Holyhead Company's boats.

117. And the shortest passage is about four hours, is it not?—At the present time four hours; they have made much shorter passages when the Admiralty boats were running.

118. Lord *Naas.*] Can you furnish the Committee with an average of the passages of the Chester and Holyhead Company's boats?—I have no doubt it could be furnished from the office of the Chester and Holyhead Company.

119. Mr. *H. Corry.*] Did not the Chester and Holyhead boats, when they first began to run, perform their passage in a much shorter time?—They did.

120. What is the occasion of the longer time taken now?—It was found to be a very expensive process in forcing those boats through the water. The mail boats now take a much longer time than they formerly did.

121. Do you remember what the average passage was when the boats were first put upon the station, when they went at an accelerated speed?—Considerably under what it is at the present time; the Chester and Holyhead boats the "Anglia" and the "Scotia" have both beaten the "Banshee," when they had the chance of racing together, on two or three occasions.

122. Did the Chester and Holyhead Company's boats ever perform the passage in three hours, or three hours and a quarter?—Three hours and 24 minutes, I think; I only speak from hearsay as to that; I believe three hours and 24 minutes was the shortest passage performed by the Chester and Holyhead Company's boats.

123. If those boats were worked up to their full power at present, they would be almost fit to perform the passage in the time stated by Captain Huish as necessary to carry out his arrangements, would they not?—In very calm weather, they would.

124. *Chairman.*] Have you turned your attention to the improvement of communications as they at present exist?—I have.

125. Do you consider that the land and water arrangements are susceptible of improvement?—Very great improvement indeed.

126. Will you state generally what improvements you would suggest?—I quite agree with Captain Huish as to the desirability of having special express trains to carry the Irish mails and passengers twice a day each way for seven days a week, between London and Holyhead, at a speed something like that which he has stated. I think it is equally important, for the completion of the service, that boats capable of running at high speeds, and boats especially which would be able to make better average passages than the boats do at the present

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time in rough weather, because it is in rough weather that the present boats fall off so very much in the time occupied in making the passages; I say it is desirable to have an improvement in the boats, as well as an acceleration of the land conveyance.

127. First, with reference to the land portion of the service, you have heard what Captain Huish stated with respect to his proposition for two communications; do you think the increased passenger traffic contingent upon the improved land and sea communication would remunerate the railway company for the land portion of the service, without calling upon the Government to give any increased payment for carrying the mails?—It might not do so at first; but I have not a doubt that after a little while, with the great facility of the communication, its advantages in various ways, and more especially when the sea portion of it is so improved that there would be much less sea-sickness than there now is, with a greater amount of accommodation, I believe the traffic would be such as would amply remunerate the railway companies for running those so-called additional trains.

128. Taking in view the interests of the railway company, you would recommend them to do that, provided a superior class of boats were put on to give an inducement to the public to go that way?—If I were the manager of the London and North Western Railway, I would take the risk of it, and put on the trains without any additional charge; but in making that assertion, I of course must be understood as not having an intimate knowledge of the working of the London and North Western Railway in itself; it might possibly make a difference in my view if I had that knowledge.

129. Lord *Naas.*] Do you think the two trains which Captain Huish proposes would be sufficient, if properly worked, to carry all the passenger traffic between London and Dublin?—I do.

130. *Chairman.*] Are not there very great complaints about the size and want of accommodation of the boats?—Yes, very great. I am frequently passing backwards and forwards; during the last two years I have made the passage each way between 90 and 100 times, or nearly 200 passages altogether. The want of accommodation in the present boats is a perpetual source of complaint; one never actually gets accustomed to sea; if it is all rough I am obliged to go and lie down; I am not ill if I lie down.

131. Do you consider the want of accommodation for passengers, particularly in rough weather, is a very serious obstacle to people crossing over at all?—Most serious; a great number of persons have told me since I have been in London the last week they would certainly go to our Dublin Exhibition, if it were not for the dread of crossing over in the small boats which are now plying between Holyhead and Kingstown. Unfortunately the fact has become known that these boats are not sufficient, in point of accommodation, for the number of passengers that pass backwards and forwards.

132. Lord *Naas.*] Is not it quite impossible for any person to stay on deck if it blows?—Quite so.

133. *Chairman.*] If a passenger cannot stay on deck, and if there are any numbers, he must submit to the most disagreeable scenes in remaining below?—Most disagreeable. The Chester and Holyhead Company have recently put upon their express boats, deck houses, and they certainly have been a very great additional accommodation, as far as they go, that is, they prevent 50 or 60 people from getting a ducking in wet weather. Some persons would rather even get a wetting than go down, and be subjected to the annoyances that one witnesses in a very bad passage in very crowded boats.

134. Is there any such accommodation in the mail boats?—There is not the accommodation of deck houses in the mail boats.

135. The passengers must go down below in bad weather; must they not?—They must go down below to be saved from the rough seas which wash over the boats.

136. Are there any berths in the boats?—There is about the same amount of berthing accommodation in the mail boats as there is in the express boats, with the exception of one boat, the "Elbana," which is a very nice boat; she is an occasional boat, running either at Liverpool or Holyhead, as the exigencies of the company render necessary.

137. Lord *Naas.*] Have not there been as many as 280 passengers in one of the Chester and Holyhead boats within the last few days?—Three hundred and twenty

twenty crossed over on the Friday or Saturday before the Exhibition, and happily it was a beautiful calm evening; the sea was quite like a pond, and it was the remark of several persons who have to do with the company and the traffic, how lucky it was there was such fine weather; if it had been at all rough, in fact, it is quite impossible to conceive how this great number of passengers could have been stowed away,.

138. Is there not every reason to expect that you will frequently have large numbers on board during the present season?—Oh yes, certainly.

139. *Chairman.*] Have you turned your attention to the subject of improving the present arrangements?—I have.

140. Have you been in communication with engineers, respecting boats for that purpose?—I have.

141. What species of boat do they propose?—In every case the persons with whom I have conversed, have stated that in order to get a high speed, and also to combine the passenger accommodation which is requisite, the boats must be very large, and necessarily of a very high power.

142. What rates of speed have they mentioned?—Twenty-five miles an hour has been stated; I may mention, that several persons who were perfectly competent to form an opinion, have stated that that speed is attainable, but it is simply, as Captain Huish has said, a question of expense.

143. You have stated that you approved generally of the suggestions of Captain Huish for improving the postal arrangements?—Postal and passenger arrangements.

144. Have you turned your attention to the mode of sorting letters, by which facility might be given at the Post-office for carrying out such arrangements?—Yes, the great object to be attained is not only to accommodate Dublin, but also to benefit the provincial towns of Ireland; I conceive that a large saving of time would be effected in the disposal of the letters when they arrive at Kingstown on the journey from England towards Ireland; or, *vice versâ*, in the disposal of letters from Kingstown to England, if arrangements were made on board the boats for sorting the letters, similar to that which we all know is adopted on all the leading railways in England. I may also state it is carried on on the Continent, precisely on the same plan; I have recently been in Germany, France, Belgium, and Holland, and there the same system of sorting letters in the mail vans is carried on as it is in England; I cannot see myself any reason why that could not be done in the mail rooms of mail boats, just as well as it is done in the Post-office vans on the railways; I am aware that the system has not been adopted up to the present time, and that it is just possible there may be a Post-office objection; I have reason to think that there is a Post-office objection, but what that objection is I am not myself able to state.

145. In boats such as you describe, there would be no practical objection, with reference to giving space for what you call mail rooms?—I cannot see any difficulty in giving at least as much space as that in which they carry on a very extensive business in the Post-office vans travelling along the different railways. I would go, in that mail room, even to the extent of having a regular staff of clerks, who should sort the letters for the different streets of Dublin in the journey down from London to Dublin, and *vice versâ*. I do not see why a moment of time should be lost in carrying out the operations of delivering the letters with the least possible delay.

146. Lord *Naas.*] The letters would at all events travel straight from Euston-square terminus to the Irish railways without being transmitted through the Post-office?—Yes; and that would lead to what there is not upon the Irish railways at present, but which must come in consequence of the improved communications, that the Irish mail trains should carry those Post-office vans.

147. Are there no Post-office vans at present in Ireland upon the railways?—Not that I am aware of.

148. Mr. *H. Corry.*] You have spoken of 25 miles an hour as the contemplated speed of the boats upon the station; would not a much less speed be sufficient to carry out Captain Huish's proposed arrangements?—A little less speed would be sufficient.

149. What rate of speed an hour would you require to carry out Captain Huish's arrangements?—Captain Huish has stated three hours and a quarter; the

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the sailing distance between Holyhead harbour and Kingstown harbour, is considered to be 66 miles.

150. Lord *Naas.*] Is that statute miles?—Yes; in giving the answer with regard to the number of miles to be traversed per hour by these boats, I mean statute miles, and not knots.

151. *Chairman.*] What length would the proposed boats be?—About 400 feet long. In smooth water there is no great difficulty in getting very high speed. We look perhaps at not getting 25 miles an hour, but something not very much short of it. The object is to get as near as possible, except when blowing a very hard gale of wind indeed, the same rate of passage in different circumstances of the atmosphere. The information which has reached me, but which I can only give second-hand, is, that with very large boats, with high power, the speed would be very slightly indeed diminished in bad weather, from that which these boats would have in calm weather; that the resistance diminishes in proportion to the size of the vessel in rough weather. That evidence of course you will get in a better manner hereafter. I only give what I hear on every side, from persons whom I esteem perfectly capable of forming a correct judgment on such subjects. From all such persons I receive the same opinion, namely, that a very high speed can be completely attained, but we must have very large boats, with high power.

152. Will the harbours at Holyhead and Kingstown be suitable for such boats?—Neither the arrangements in Holyhead Harbour, at the present moment, nor in Kingstown Harbour, would be suitable for such very large boats, but the new harbour is progressing at Holyhead, and by the time that a system of boats such as has been suggested could be ready for taking the traffic, the works in the Holyhead Harbour would be quite in a state to receive those boats; at Kingstown the existing jetty, which, as Honourable Members connected with Ireland are aware, is near to the present terminus of the Kingstown Railway, would not answer, because it would involve a turn on to the pier, which practical men say could not be easily or satisfactorily managed with these long boats; but the authorities of the Kingstown Harbour are at the present moment running out a pier which is to be 400 or 500 feet long, and these long boats could run alongside of that pier without any difficulty. Another plan has been also suggested with regard to Kingstown Harbour; there is a wooden jetty at the eastern side of the harbour, which is about 230 or 240 feet in length; it could be made of sufficient length for the accommodation of these long boats; and in order to carry all arrangements into the best practical effect, it would be necessary to have some alterations or additions made in respect to the communication with the Dublin and Kingstown Railway, analogous to that which is now in existence at Holyhead, there would be no difficulty in running a tramway along the eastern pier of Kingstown Harbour from that wooden jetty, and to connect it to the terminus of the Kingstown Railway; that would have the advantage of protecting the passengers from the inclemency of the weather, whilst being conveyed to the terminus of the Kingstown Railway; at the present time, as Honourable Members connected with Ireland know, it is excessively disagreeable in wet weather; it is generally blowing when it is raining at Kingstown; there is a distance to walk, and that distance, though very short and agreeable in a fine day, is quite sufficient to completely wet a person through between the existing jetty and the terminus of the Dublin and Kingstown Railway. At Holyhead there appears to me to be no practical difficulty in carrying a railway, or tramway rather, to the spot where those long boats would lie in the harbour, so that passengers could come alongside in the railway carriages which had conveyed them from London, or, going up, which would convey them to London. They would be under shelter the whole of the way down to the jetty or pier alongside of which these long boats would lie; that is, from the time they left the Euston-square station until they were actually on board a steamboat.

153. Have you turned your attention to any mode of furnishing the capital for building those large boats?—I have had several mentioned to me, and two of them appear to me be practicable.

154. Will you mention to the Committee any suggestions which have been recommended to you?—One has been, that the nation should do it. I think there are a great many objections to that, and therefore, perhaps, I need

not

not dwell upon it. Another is, that the Government should give a subsidy; that subsidy must necessarily be much larger than the subsidy which is given at the present time for running the mail boats. The mode of raising the capital has been considered in this way; first, that a company should be formed, the directors of which shall consist of the members of the Boards of the railway companies who would be parties to a system of booking through between the two countries; that this company should be worked, to a certain extent, as an independent company, but still it would be, in point of fact, under the practical control of the railway companies. In addition to the subsidy, which should be a defined sum from the Government for carrying the mails, the receipts from passengers, I calculate, would be very much more than is received at the present time, even if the rate of passage money were lower than it is at present. In aid of those additional receipts there would be the usual receipts from traffic and other sources; if those several sums were not sufficient to pay the shareholders a guaranteed interest upon the capital expended, then that each of the railway companies parties to this system, and, in truth, profiting by it, should, according to the amount of their receipts, pay their proportion to make up the guaranteed interest to the company. But, perhaps a more simple form of arriving at the same result would be, that an arrangement should be made between the Government and the London and North Western Company, in combination with the Chester and Holyhead Company, for giving a certain subsidy for this boat service, combining with it the most perfect system of communication by land that can be suggested, and adopting improvements as improvements come forward. They are continually coming forward in railways, as in other modes of communication; and that these two companies should have the power from Parliament to raise the necessary money for supplying the capital. The Chester and Holyhead Company at the present moment have steam powers, but they could not obtain any further sums of money for any purpose without coming specifically to Parliament for it; they have exhausted all the means which Parliament has placed at their disposal for raising capital.

155. Have you made any calculation or estimate of what the amount of that subsidy would be?—It seems to be admitted on every side, that the amount of the subsidy, or contract money for conveying the mails at the present time, is a sum greatly below what should be paid for the contemplated service; and I have thought that something like the amount which is generally believed to have been the sum expended in carrying on the service between Holyhead and Kingstown when the Banshee and that class of boats were upon the station, or something thereabouts, should be the amount to be given as the subsidy for this service. It should be recollected that, well as that service was performed three or four years ago in point of speed, the arrangement which is contemplated at the present moment is a vastly superior one. I think the nation would gain largely by giving such a sum as that which it cost the nation formerly for this service.

156. What was about the amount of that sum?—I understand the sum was stated in the Blue Books of the House of Commons at about 68,000 *l.* a year. An honourable Member of the Committee has expressed a doubt as to its being that amount; but I am quite sure that, to perform the service efficiently, and to afford a remuneration for the capital to be expended in that service, I do not see how a subsidy less than 68,000 *l.*, or thereabouts, would effect the object.

157. Assuming for a moment these figures to be nearly correct, and that a subsidy could be given to that amount, have you reason to believe that parties would be willing to come forward with the necessary capital to establish these boats, in order to make the proposed improvements in the communication?—I have reason to believe that they would, provided the Government of the country were willing to enter into a contract with the parties for a certain number of years; but as it is quite impossible to expect that the nation would be bound down for that which might be considered a very high sum for a great number of years, I have reason to believe that some of the parties who entertain this subject, would be quite prepared to have a revision of their contract at periods to be defined, under the arrangement between the Government and the contracting parties. Assuming that 70,000 *l.* or thereabouts is the sum which it cost the nation to work these boats, when the Admiralty worked them between Kingstown and Holyhead, I assume that that sum, or something like that sum, were to be the subsidy to be provided for running the large

boats, the 70,000 *l.* is perhaps only a sufficient sum to induce capitalists to come forward at the present time; but it might be, from the increase of traffic, a very excessive sum in a few years from this time. Some of the parties with whom I have communicated on the subject, have stated to me that they considered a proposition of that kind, as between the nation and the contracting parties, would be a fair and equitable one. After making the usual allowances for depreciation, for wear and tear, for insurance, and all those charges which persons connected with shipping can state better than I can, if the revenue derived from the ordinary sources of traffic and the subsidy would realise more than five per cent. on the outlay for those boats, then, under the powers of revision, the amount of subsidy should be diminished to a scale which would produce that amount.

158. Mr. *Hamilton.*] When you speak of 70,000 *l.* as a reasonable subsidy, do you confine yourself, in your view of the subject, to the mere question of postal communication, and the advantages which the country would derive from postal communication, or have you taken into view the larger question of the increased facilities afforded to the public to travel?—I look upon the whole question. I think it is a great Imperial question, not a mere question of capital; it is a great question of communication; a question of cementing the ties between the two countries; in that way I look upon it as a great Imperial question.

159. Can you state whether, in any subsidy which the Government gives, any consideration is taken into account, except the question of postal communication?—If we look at the mere question of postal communication, there is no doubt we sustain very serious losses indeed, as a mere question of revenue, running our boats to the West Indies; other considerations have necessarily weighed with the Legislature in coming to the conclusion of granting subsidies for such communications. It is given in the form of a subsidy for carrying the mails; but evidently it appears to me that other considerations, of a political character, have entered very deeply into the view of the Government in granting those subsidies.

160. Lord *Naas.*] When you speak of 68,000 *l.*, do you put that sum as necessary for the sea service only, or for the whole of the service from London to Dublin?—I apprehend the whole of the service from London to Dublin would be carried into effect by one land and one water service, for something like the sum which I have named.

161. How many large steamers do you suppose the service would require?—Four. The sum now paid to the Chester and Holyhead Company for carrying the mails is 30,000 *l.* a year. I do not mean that that 30,000 *l.* a year is to be imported into that sum of 70,000 *l.* which I require.

162. *Chairman.*] You mean 70,000 *l.* for the whole service?—I mean 70,000 *l.* as against 25,000 *l.*

163. Being an addition of 45,000 *l.*?—Yes.

164. Sir *R. Bulkeley.*] There is a sum paid to the London and North-Western Company?—Yes.

165. Lord *Naas.*] Would a subsidy of 70,000 *l.* be necessary to establish this communication by sea?—Quite so.

166. Would it be applied entirely to that purpose?—No; assuming that the London and North Western Company would continue to entertain the views which they do at the present time, I apprehend that some of that money would have to go to the London and North Western Company.

167. *Chairman.*] The actual increase that you propose by that 70,000 *l.* would be 45,000 *l.* a year?—Quite so.

168. Mr. *H. Corry.*] In addition to the increase of 45,000 *l.*, would not there be a further increase of payments to the London and North Western Company for putting on these extra Irish trains?—My opinion is, that it ought not to be made a demand upon the Government.

169. Do you mean that those trains ought to pay themselves?—After a little while, certainly.

170. *Chairman.*] You have mentioned the West India packets; are you aware that the Government now pay 270,000 *l.* a year for the service to the West Indies, with an extension to the Brazils?—I am; the payments are 240,000 *l.* for the West India service, and 30,000 *l.* for the extension to the Brazils.

171. Sir *R. Bulkeley.*] Is that for the conveyance of mails?—Yes.

172. Lord *Naas.*] What capital do you suppose would be required for building those four boats?—Half a million of money. If we had 66 miles of railway to construct, we should think we got it very cheap indeed if it were made for half a million of money; you must look upon this line in the same light as that in which Captain Huish has regarded it. I have the same feeling as he has, that Dublin is the terminus of the Chester and Holyhead Railway, and that this additional capital which is required, is required for extending the railway on to its natural terminus; Dublin is the real terminus of the communication; Holyhead is a small place, and accidently the port of embarkation, and nothing more; Dublin is the capital city of Ireland; its population is 256,000; it is the seat of the Lord Lieutenantcy of Ireland; there are, I think, nine regiments of soldiers always in Dublin; a great proportion of the officers of those regiments are Englishmen, moving backwards and forwards between England and Ireland; Dublin also is the place from which all the railways of Ireland branch out like a fan; going south, you have the Great Southern and Western Railway, direct to Cork, with its ramifications to Kilkenny, Waterford, Limerick, and the extension now to be opened in a few days to Killarney: you have the Galway line to the west; then again, you have the Belfast system of railways which now is completed through to Belfast, and a north-western communication towards Londonderry is also in progress.

173. Lord *Naas.*] Do you think that if a railway would pay from Holyhead to London, first-class boats which will overcome the inconvenience of the sea passage would pay as well?—You pay for mail trains on the railways, and you must pay for mail trains on the water.

174. Mr. *Vance.*] Do you suppose the parties entering into the speculation in this company would require a charter of incorporation, so as to secure their having limited liability?—I think it would be desirable; it would ensure getting capital more easily.

175. You accompanied the express train which left London on the 11th of May for Dublin, and did the journey in a rapid time; I took the time bill from the Dublin paper of the day, which was put in at your suggestion; I wish to know whether it is correct?—I gave those times to gentlemen connected with the press, who asked me for them.

176. Sir *R. Bulkeley.*] Why should it be necessary to have a fresh company, or a fresh corporation, to carry this arrangement out, when the Chester and Holyhead Railway Company have, by a special Act of Parliament, the power of building steam vessels; when that Bill was brought in, which enabled them to become steam-packet owners, precisely the same argument was made use of by the late Sir Robert Peel, when he gave his vote in favour of it, because Dublin was the terminus of the Chester and Holyhead Railway. You say it would be necessary to have an additional amount of capital; why should you require a separate incorporation at all?—I should prefer the scheme of the London and North Western and Chester and Holyhead Companies having an extension of their powers to raise the money to carry out this arrangement. I prefer that to any other scheme that could be devised; but I think it is quite clear, that in order to enable them to get the capital, they must come to Parliament for sanction.

177. Do you think if they obtained this special Act of Parliament to raise this sum of money, that with a subsidy of 70,000*l.* a year, they would be inclined to put vessels of an improved description into the service?—At the present time, undoubtedly; I have not a doubt of it in my own mind.

178. Mr. *Hamilton.*] Do you happen to know the largest mileage allowed by the Government to any railway for carrying mails?—The Great Southern and Western has 4 *s.* 6 *d.* for a single mile.

179. For how many services?—For the night mail service.

180. Lord *Naas.*] Do you know the largest mileage paid for carrying mails by sea?—I do not know.

181. Mr. *H. Corry.*] Do you know what the size and power of these supposed vessels should be?—Some persons say that boats 350 feet long would answer the purpose.

182. What would be their power and tonnage?—The tonnage of these vessels would not be in proportion to the ordinary tonnage of vessels of the same length, because they would not be built up like the American Transatlantic packets; they would be low vessels, very sharp and narrow, and very long.

183. Lord *Naas*.] Would they be built entirely for passenger traffic?—Yes.

184. Mr. *H. Corry*.] What horse-power has been contemplated for these vessels?—Something like 1,200 to 1,400 horse-power.

185. Mr. *Tollemache*.] You have told the Committee that you learned from some eminent engineers that vessels might be built capable of reaching a speed of 25 miles an hour, or somewhere thereabouts; can you mention the names of any of those engineers to the Committee?—Mr. Penn, Mr. Joseph Maudsley, and Mr. Field.

186. Sir *R. Bulkeley*.] You have stated certain improvements in the present vessels belonging to the Chester and Holyhead Company, such as deck houses; have you, in all the improvements of the communication between the two countries, taken into consideration an improvement of the accommodation for the lower orders; are you aware of the hardships that they at present experience?—I am, indeed; it is very great; it is as bad as it can be.

187. All the improvements which have taken place upon those vessels are simply improvements for the first-class passengers, are they not?—The first and second-class are accommodated in the express boats, and it is the same on the Liverpool line.

188. Are not the hardships to which the lower orders are exposed very great?—Very great.

189. Do not they pay a considerable fare?—The rate is low; at present there is a great deal of competition with the Liverpool screw boats; there are two companies with which the Chester and Holyhead is competing.

190. In the vessels which you have described to the Committee, do you contemplate better protection from the weather for all classes; is it feasible?—Yes, it is perfectly feasible; I should not like to see the scheme carried out, indeed I think it would not embrace the national objects which I have in view, unless persons of all classes were taken backwards and forwards in comfort.

191. Mr. *H. Corry*.] By the arrangement proposed by Captain Huish, the packet in connexion with the morning train from London would not reach Dublin till half-past seven o'clock at night; the packet in connexion with the night train from London would not reach Dublin till 20 minutes before seven in the morning; in winter time, therefore, both those passages would be night passages?—Certainly.

192. Can you suggest any arrangement which is practicable that would give the public the comfort and convenience of a passage in the daytime, even in winter?—It is practicable; but if you are to combine passenger and postal communication in the most rapid way, you cannot avoid taking the proposed course; you thus give the best day communication and the best night communication each way, and in that way you give the largest amount of accommodation which is practicable, considering the distance between the two capitals, and the elements with which you have to contend, by a perfect day and a perfect night communication.

Mercurii, 1° *die Junii*, 1853.

MEMBERS PRESENT.

Mr. H. Herbert.	Mr. Vance.
Lord Alfred Hervey.	Mr. H. Corry.
Sir R. Bulkeley.	Mr. Fortescue.
Mr. Repton.	Mr. Tollemache.
Captain Duncombe.	Lord Naas.
Mr. G. Hamilton.	

HENRY ARTHUR HERBERT, Esq., IN THE CHAIR.

Cusack Patrick Roney, Esq., further Examined.

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193. *Chairman.*] AFTER looking over the scheme which Captain Huish gave to the Committee, with reference to the departures of the trains and the boats, do you approve of its details, as well as its general principles?—I differ from some of the details; not to any great extent, but still to some extent.

194. Will you be so good as to state to the Committee in what respects you differ from Captain Huish?—I would make the departure of the day-train from London at half-past eight in the morning, instead of eight o'clock, so as to arrive at Holyhead at a quarter past three. I think it would take more time to do the business that has to be done from the time the train arrives at the station until the passengers and mails are brought down to the pier, and are put aboard the steam-boat. I take considerably more than Captain Huish does, because I consider, from what I have seen both with the express-boats and the mail-boats, especially when they are crowded, and when there is a considerable quantity of luggage, that the service could not be reckoned upon as a thing of certainty under 45 minutes every day; that is from the station at Holyhead, where the engine is unhooked from the train, until the boat actually starts from Holyhead: I consider that 35 minutes more than Captain Huish allows is necessary for that service, because it is of no use naming a time to do a thing in which, practically, it cannot be done; that is my view of the case.

195. Captain *Duncombe.*] Are you speaking now of the present arrangements?—No; the proposed arrangements.

196. *Chairman.*] Practically, you would consider that more time is required than that allowed by Captain Huish between London and Kingstown?—Between London and Kingstown, I should state so. I would make the time of starting the boat from Holyhead four o'clock, London time; and assuming 3¼ hours as the time occupied in the passage, that would make the arrival in Kingstown 6.50 p. m. Dublin time, or 7.15 p. m. London time. Then I would start the night-train from London at 7.45. p. m., allowing the same time for running down to Holyhead from the Euston-square station, it would arrive at Holyhead at 2.30 a. m.; it would start from Holyhead at 3.15 a. m., and reach Kingstown in 3¼ hours, or 6.30 a. m. London time, or 6.5 a. m. Dublin time.

197. Mr. *H. Corry.*] How long do you allow from Kingstown to Dublin?—In every case I would propose to have a special train to convey the mails from Kingstown to Dublin, and those passengers who had very little luggage, those who would not impede the train starting at the moment that the mails are put into the Post-office van.

198. Mr. *Repton.*] Is there not that arrangement now?—There is occasionally with the first mail in the morning, in connexion with the five o'clock express train from London; there is a special train when the boat in connexion with that train arrives after six o'clock in the morning, but it is not a regular thing.

199. *Chairman.*] What number of hours does that give, exactly, between London and Kingstown?—It gives 10 hours and three-quarters.

200. Are they both the same?—They are both the same. On the journey from Ireland to London, I would start at eight o'clock in the morning from Kingstown, which is equivalent to 8.25 a. m. London time; allowing the same time for the passage across, the boat would arrive at Holyhead at 11.40 a. m.

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London time; I would allow 55 minutes for the contingencies of the sea passage, landing the mails, passengers, &c., and taking them up to the station at Holyhead, where the engine is hooked on to the train; that would make the departure from Holyhead at 12.35 mid-day, and I would have the arrival in London at 7.15 p. m.

201. Mr. *H. Corry.*] Is that at the same rate as the rate which has been proposed by Captain Huish?—I think it is not quite so fast as Captain Huish proposed.

202. *Chairman.*] Will you state the hour of the other departure?—The other departure is to be at 7.30 p. m., as at present, Dublin time, 7.55 London time, with same allowance for contingencies, and so forth, to arrive in London at 6.45 a. m.

203. Mr. *Hamilton.*] In this calculation you estimate three and a half hours, I believe, for the passage?—Three and a quarter hours.

204. Can you state the average passage at the present time?—The time allowed under the contract between the Government and the City of Dublin Company is four hours and 40 minutes. I have never been in a boat crossing over when it has been less than that; it has generally a little exceeded it, even in calm weather, a few minutes, and in rough weather, sometimes, it is exceeded considerably.

205. So that the first acceleration, as I understand you, would be, at all events, the difference in the sea passage between three hours and 15 minutes, and four hours and 40 minutes?—There would, to my mind, if we have the description of boats to which allusion has already been made, be a greater saving than that; because I take rather an unfavourable view of the length of the passage, in order to be on the safe side, and to combine that to which the Post-office attach almost as much importance as to celerity, namely, certainty; the minimum time at present of the contract boats is four hours and 40 minutes; therefore there would be, in point of fact, a larger saving of time in the passage under the proposed system than that which takes place at the present time.

206. The alteration in the passage from the present time of four hours and 40 minutes to three hours and a quarter, could not, as I understand you, be effected, except by the introduction of those very large steamers which have been mentioned?—No, it could not be effected.

207. On referring to this Return of February 1852, I find that the "Llewellyn," one of the boats formerly employed by the Government, on 418 trips, averaged four hours and nine minutes; have you seen that Return?—I have; but it is a considerable time since I have seen it.

208. Assuming this Return to be correct, as no doubt it is, might not the passage, without having recourse to those large steamers, be accelerated, at all events, to four hours and nine minutes, by using steamers of the same description as the "Llewellyn"?—I am quite convinced that no boat that is on the station at the present time is competent to make the passage under four hours.

209. Sir *R. Bulkeley.*] Not as an average?—As an average, certainly not.

210. Mr. *Hamilton.*] Taking, now, the comparison of the land part of the journey, you propose that the time spent in going from Holyhead to London should be six hours and 30 minutes, instead of eight hours and 45 minutes, which is the present time by the day up express train?—Yes.

211. Can you state, in order to effect that, what increased velocity would have to take place in the time while the trains are actually going?—There are many circumstances to delay a train arriving at its journey's end at the present time, and perhaps it would be better that I should state them. In the first place, the train arrives at Bangor; there there is a change of engine, which occupies some little time. The train then goes on to Conway, a distance of, I think, 15 miles; there is another stoppage there, and all the consequences of a stoppage.

212. Have you any means of stating what, upon the average, the delay at Bangor and Conway would be?—I should state that Bangor is an awkward place at any time, even in running a special express, as there are high mountains on every side; I think the actual delay at Bangor is seven minutes.

213. Do you propose, according to your plan, that the train should stop at Bangor?—I think it should.

214. To what extent might a saving be effected upon that loss of time of seven minutes, according to your calculation?—Not much; a minute or so.

215. What would you say with respect to Conway?—There is a stoppage at Conway, and that stoppage delays the train certainly five minutes.

216. Do you propose that the trains, according to your plan, should stop at Conway?—No.

217. In that five minutes do you estimate the loss of time in stopping and starting?—Yes; I have taken it low in calling it a saving of five minutes; with high speeds it is more than five minutes.

218. Where is the next place?—I would stop once between Bangor and Chester; it would depend upon circumstances what that station would be; it would in truth be only a water-stoppage to take water in; that would depend upon the station which would best suit for taking water; at the present time the express train stops at Rhyl and at Holywell.

219. What do you estimate the delay at Rhyl by the stoppage?—I put that at five minutes also; at Holywell the present stoppage may be considered as a set-off against the water-stoppage that would be required between Bangor and Chester.

220. So that you would save, between Holyhead and Chester, 11 minutes?—Even assuming we do not run faster than at the present time; since I have given my answer with regard to the stoppages, Mr. Binger, the manager of the railway, tells me, that in truth only one stop for a special express train would be necessary between Holyhead and Chester, and that stop would be at Conway; there is another gain of five minutes with regard to stoppages.

221. Lord *Naas*.] You would stop at Bangor?—I should not stop at Bangor.

222. Mr. *Hamilton*.] That would be 16 minutes you would gain between Holyhead and Chester; at Chester, can you state the time that is lost on account of the stoppage there at present?—They allow time for refreshment; in truth there are 20 minutes allowed at Chester at the present time.

223. What do you propose in your plan to allow?—I should allow a mere station stop, a five minutes' stop.

224. Will you state the next stoppage under the present arrangement?—The next stoppage is at Beeston; that is a five minutes' stop; it is a pull-up; there are not many passengers there.

225. Do you propose to stop at Beeston by your new arrangement?—No.

226. Is Crewe the next stoppage?—Crewe is the next stoppage; I should say the average delay of a train at Crewe, at the present time, is more than 15 minutes; perhaps 17 or 18 minutes.

227. Is not the delay at Crewe very variable, on account of the necessity of waiting for other trains?—Quite so; any risk on that account is avoided by this Irish train being a special express train, not to be hooked to or connected with any other train.

228. What do you propose to allow for the stoppage at Crewe under the new arrangement?—Five minutes; there would be a change of engine.

229. What is the next stoppage?—The next stop is at Stafford; there is nothing to be saved with regard to the stop there. The next stop after Stafford is at Tamworth, the usual five minutes, which would be saved. The next stop is at Rugby; that could not be saved. There is at present one stop between Rugby and London; that stop it would be necessary to continue, because it is 83 miles, and I do not think that an engine could run the whole way without taking water; she might do it.

230. There would be no saving as between Rugby and London?—There would be no saving as between Rugby and London.

231. Will you state the total amount of saving upon the various stoppages which you have stated; do not they amount to 54 minutes?—I have not calculated it, but I dare say it is 54 minutes.

232. Taking 54 minutes from the difference between the train as you propose it should go, and as it actually goes, can you state the difference which would have to be made up in accelerated velocity?—An hour and a quarter, but the day express train from Holyhead to London is not the quickest express that is run. The running speed of the five o'clock express train from London is higher than that, and it makes the journey from London to Holyhead in seven hours, 35 minutes, with about the same number of stops as the express train which we have been going through just now.

233. Mr. *H. Corry*.] As compared with what?—Compared with the up-express, the particulars of which I have been giving just now.

234. That train takes eight hours 45 minutes?—Yes.

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235. Mr. *Hamilton.*] The difference, according to the train with which we are instituting a comparison, to be made up in accelerated velocity, would be one hour and 17 minutes, and the difference between the first express train of which you speak being one hour and five minutes less, there would, in point of fact, be only 12 minutes difference?—Yes.

236. So that, in fact, to carry out your plan, so far as the land part of it goes, by doing away with certain stoppages to which you have referred, the accelerated velocity of the express train would be only 12 minutes?—Yes; and in fact it would be hardly that; there are some little stops allowed for refreshment at Crewe and Rugby, which would be cut off in the special train.

237. So that, in fact, the whole of your saving as regards the land journey is by doing away with certain stoppages?—Yes, and having the train by itself, not subject to the vicissitudes to which a train having to hook on or to disconnect at the various junctions is liable; we know that, practically, on railways we are obliged to make allowances for trains being late at junctions, all of which are avoided when the train runs through a long distance without any of those hindrances to its progress.

238. I need scarcely ask you whether there would be any additional risk in the plan which you propose?—None.

239. Lord *Naas.*] Would the present rate of speed, while the train was running, be accelerated?—The rate of speed would be much the same, the real gain being from the absence of stoppages, and its not being contingent on joining with other trains.

240. *Chairman.*] You stated, on your former examination, that you thought this acceleration of speed would be remunerative to the railway company, in consequence of the additional number of passengers which would go?—I did.

241. Would that be the case unless a very superior class of boats were put on the station between Holyhead and Dublin?—Practically, we find in railways, that whatever increases the accommodation to the public produces traffic. Therefore, my impression is, that even if, by these trains, the land portion of the service were put upon a better footing than it is on at the present moment, an accession of traffic would result from that cause.

242. Do you think the mere acceleration of the land portion of the journey, leaving the present class of boats to ply on the sea, would be sufficient to remunerate the company without superior boats?—No, I cannot go to that extent. I think it would improve the traffic very considerably, assuming that a new arrangement of the trains were carried into effect at once. I think the traffic would begin developing itself from the time that those new arrangements were made, because, at the present moment, the communication by the trains from Holyhead to London is very defective indeed. The very train that we have been going through now, the express train, in connexion with the express boat from Kingstown at nine o'clock in the morning, takes eight hours and forty minutes to go from Holyhead to London; whereas the express train which we have incidentally touched upon, only takes seven hours and thirty-five minutes: that express train, taking eight hours and forty minutes, is the quickest of the three trains that run in the 24 hours from Holyhead to London. Then, again, the train in connexion with the existing mail-boat from Kingstown at one o'clock in the afternoon, Dublin time, leaves Holyhead at seven o'clock in the evening, and it arrives at Euston-square station 4.50 a.m., that is, it takes nine hours and fifty minutes to complete the journey. The train, in connexion with the boat which leaves Kingtown at 7.30 p.m. Dublin time, leaves Holyhead at two o'clock in the morning, and it reaches London at eleven; it is nine hours on the journey. The time of the down trains, at the present moment, is as follows: the 9.15 train in the morning, which is the express train, arrives at the Holyhead station at 5.15 p.m., that is eight hours. The five o'clock express train, to which allusion has already been made, arrives at Holyhead at 12.35 a.m., taking seven hours thirty-five minutes; and the mail train, which leaves London at 8.45 p.m., arrives at Holyhead at 6.9, that is nine hours and twenty-four minutes.

243. Sir *R. Bulkeley.*] Do you take into your calculation that the half-past seven o'clock train from Kingstown is the mail train from Holyhead, which has to distribute the Irish letters on its way from Holyhead to London?—Quite so.

244. You describe both the trains as express trains and mail trains; you describe one as going quicker than another; but the express trains do not distribute letters on their road, which the mail trains do; how do you get over that; begin

begin with the night mail from Kingstown, which, I think, leaves Holyhead at seven o'clock, and is eight hours and a half going to London; that has to distribute the Irish letters along the road?—Yes.

245. Could it be accelerated doing that Post-office duty?—I think it could, if it were an independent train.

246. Does the next train which leaves Holyhead distribute letters?—Yes.

247. In short, the only train which does not distribute mails is the morning train at a quarter to nine from London?—The five o'clock train does not distribute letters; it carries the Irish letters only. My answer had reference to the question of the Chairman, as to whether the traffic would be increased if the speed of the trains on land was increased pending the construction of the large boats; I only state that my impression very strongly is, that the traffic would be increased, and I ventured to illustrate my argument by the fact that these trains take a very long time on the road, and that long time which they take is an impediment to the development of the traffic in passengers between England and Ireland.

248. Would you attach second-class carriages to those quick trains?—I would attach second-class carriages to every train.

249. These arrangements are very applicable to the upper orders; but how far would this development of traffic assist the lower orders; you would not have third-class carriages, I suppose?—If a man is going to travel at a high speed, he has an important object in view in so doing; I do not think ordinary third-class passengers are persons whose business will suit to pay for a higher class of accommodation; they will avail themselves of it very willingly if they are to make a profit out of it; as a general rule, you could not give that accommodation which I propose for the persons who are willing to pay both first and second-class fares; you would not be able to run the train at very high speeds if you were also to have third-class passengers at a lower price: if a man's business renders it necessary, he is willing to pay second-class fare; as I have already said, I think there ought to be second-class carriages to every train.

250. In your arrangements at Holyhead, you allow a very large margin of 55 minutes; what is the actual time now occupied in the transhipment of passengers' luggage?—By express trains, it is done as quickly as the service can be done; there are great energy and activity displayed in doing it; but from the time at which the train arrives at the platform at the Holyhead station until the boat is under weigh, I do not think it is much under an hour, especially if there be anything like a load.

251. Might not a great saving be made in the present arrangement, supposing the tickets were taken when the passengers went into the ship? Another witness has suggested that the engine should not be unhooked, but that it should run down to the pier-head?—Continuing the engine, and running it on to the pier-head would not make a difference of more than five or six minutes.

252. Upon the foreign railways, if a passenger is going from Cologne to Ostend, for instance, his luggage, going a long distance, is put altogether into one van; would there be any possibility of putting such a van under a strong purchase, and putting it on board, taking the trunk off the wheels, and swinging it on board the steamer at once?—There would be no difficulty in doing so; I have had experience of the system of travelling on the Continent, and in this country also; I do not think Englishmen would submit to those things that persons have to do on the Continent; it is a different sort of thing.

253. What inconvenience would it be to a passenger going from London to Dublin on his arrival at Holyhead?—His bulky articles would go that way; but I do not think that passengers will give up their luggage in this country in the same way as they are obliged to do on the Continent.

254. Mr. *Hamilton.*] Might not some arrangement be made in the train by having the luggage divided in a different manner, and by having more porters?—There are a great many porters; the whole staff of the Chester and Holyhead Railway at the Holyhead station is employed at the particular time of the departure of the express boats for Kingstown, and on their arrival at Holyhead; I am quite sure we shall eventually have something like the truck suggested by the honourable Member, and it would be a very great advance; but passengers in the trains in England put under the carriages small portmanteaus, large carpet-bags, and various things, which they are not allowed to do on the Continent.

255. Is there not, making every allowance for the sufficiency of the number

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of porters and the exertions of the Railway Company, a considerable delay and confusion in getting the luggage from the train into the packet, and in getting the luggage from the packet into the train, which might be avoided?—I think the best is done that the circumstances of the case will admit of at Holyhead at the present time; if the Railway Company had greater facilities there, I have no doubt they would avail themselves of it, or if the Government would improve it themselves, the Company would contribute their share of the improvement; they can only deal with the case as it is; there is a narrow flight of steps to go down into the boat; only one person can go at a time; if a person is carrying a hat-box, or a bonnet-box, or a carpet-bag, that is an impediment to the progress of every other person going on board; those are practical delays existing in the present system, and, at all events, delaying the departure of the boat beyond the very short limits laid down by Captain Huish.

256. Mr. *Repton.*] Do not you know that a Custom-house regulation has been laid down at Folkestone, that no passenger is allowed to take anything out of the vessel, which has very much facilitated the transfer of the passengers?—The case is not analogous; the Custom-house come in with their authority at Folkestone, and do not allow anything to be touched, because all the luggage has to pass through the ordinary Custom-house inspection; I think the luggage is as rapidly put on shore at Holyhead as at Folkestone.

257. *Chairman.*] Is there any reason why there should not be two or three passages into the boats?—None at all; there is no reason, in my mind, why there should not be an awning from the tramway which runs alongside the pier, to the actual place of embarkation.

258. I am not speaking now of an awning; but great inconvenience at present practically arises, both at Holyhead and Kingstown, from what you have just mentioned, namely, that there is but one narrow passage for going from and getting into the boats?—Yes.

259. Is there any practical reason why there should not be two, or three, or four passages into the boat?—It is a question of making more staircases.

260. Do you remember receiving a communication from me on that point?—I do.

261. I believe no alteration has been made?—None; it is not a question with the Railway Company.

262. I apprehend there must be some insuperable objection which, as a layman, I do not understand?—I am not speaking from actual knowledge, but I believe the fact to be, that all that property at Holyhead is the property of the Crown, and any alteration can only be made with the sanction of the Crown.

263. The vessels run alongside the pier; a wooden flat form is then put for the passengers to land; by that platform, porters, or any person anxious to come into the vessel, must also pass?—Yes.

264. Is there any practical objection to putting two or three of those gangways so as to enable those persons to come out of the boat, and those who wish to go into the boat, to do so in a shorter time than they can at present?—It merely involves a few more persons at the gangway to see that every person has his ticket.

265. Sir *R. Bulkeley.*] At low water you ascend the stairs, which are contracted at low water, and which widen towards the top; could not you widen those stairs all the way up?—The stage is as long underneath as on the upper story.

266. Mr. *Fortescue.*] You only allow five minutes more for the journey from Kingstown to London than for the journey from London to Kingstown; are you satisfied that you allow sufficient margin for long passages?—I think I do; I allow 55 minutes at Holyhead, in the up-journey, for contingencies.

267. Lord *Naas.*] You have said that by your plan you could save two hours 11 minutes by land between Holyhead and London?—Yes, taking the express train from Holyhead to London as the standard of difference.

268. Supposing that arrangements could be made with the Post-office for running a special express train twice a day for carrying the mails from London to Holyhead, could not that saving be effected at once?—I should say, certainly it could.

269. Can you state what would be the effect of that acceleration of two hours and 11 minutes between London and Dublin upon forwarding the mails to the interior of Ireland?—Assuming that the scheme which I have ventured to offer

offer were adopted, we should get at once a perfect land communication; the only part that would be defective would be the sea portion. I will take the case of the 8.30 a.m. train in the morning, which, according to what I have suggested, would start from Holyhead at four p.m., under the arrangement with the large boats, passengers would arrive at Kingstown at 6.50; under the existing arrangement of boats, they would arrive at Kingstown about 8.20. Then I would propose to carry out all the other portions of the arrangements upon which I was examined the other day as quickly as the Post-office could bring them into effect.

270. Then, without putting on the new boats, if this special train, to which you allude, were started, say next week, the effect of it would be, that letters leaving London at 8.30 in the morning could be in Dublin in time to be forwarded by the night trains to the distant parts of the country?—Assuming that the night mails from Dublin were delayed the proper time, I would propose that that arrangement should come into effect as soon as the Post-office would carry it into effect.

271. Is there any objection, from your knowledge of Irish traffic and postal communication, to delaying the mails, which now leave Dublin for the interior, till nine o'clock or half-past nine?—None of the important places in Ireland would be injuriously affected by it in any way. Take the case of the farthest town in Ireland having a railway communication; that is Cork; the night mail arrives in Cork at 2.30, a. m.; assume that the mail started two hours later, and that no acceleration of the mail took place, which, I think, might be easily accomplished, and which perhaps will be done hereafter, that mail would arrive in Cork at 4.30, a. m.; therefore Cork and its immediate vicinity is, practically, as well off as it would be by the mails continuing to start from Dublin at the time which they do now. The remote south-western districts would not be quite so well off; Skibbereen and Bantry; Bandon would be practically as well off, because it is only 20 miles from Cork; but the trade of those places is not very important.

272. Mr. *Hamilton.*] The extra inconvenience would not be, at all events, more than two hours?—Not more.

273. Lord *Naas.*] Will you state the advantage which would accrue to Cork, Galway and Belfast, in point of time, by that arrangement over the present?—Letters and morning papers leaving London on this, Wednesday morning, would be delivered in Cork, Belfast, Galway, Limerick, &c. very early to-morrow, Thursday morning. Assuming that the branch connexions, which probaly I may be examined on bye-and-bye, for Liverpool, Manchester, and so forth, are carried out in anything like the manner I would venture to suggest, those towns also would have communications by letters and newspapers within the 24 hours.

274. Then, by the arrangement to which I am alluding, a man in Cork, Belfast or Galway would receive his Liverpool letters a day sooner than he does now?—It would be practically a day sooner; for this reason, that if a man posted a letter in Liverpool at 12 o'clock to-day, that letter would be delivered at Cork early the following morning; a Liverpool merchant writing to Cork has until seven or eight o'clock in the evening, under the present arrangement, to post his letter, but that letter would not arrive at the station at Cork until 4.30 p. m., and consequently would not be ready for delivery until, say six in the evening, which is obviously too late for the ordinary run of business in Ireland; so that there is, practically, the gain of a day by that arrangement.

275. Can you state the effect which this proposed acceleration would have upon the more important dispatch from London of the night mail?—A letter that is posted in London this evening, at the time that I will state hereafter, would be in Dublin at half-past six the following morning, and by an alteration of the arrangement of the day-trains, which is a good deal called for in Ireland, especially in Belfast and that district of the country, starting then, say, to allow for all contingencies, at 8.30 instead of 10 and 10.30, as they start at present, running the train down to Cork, the most distant railway town in Ireland, and allowing six hours for that train to run, that would bring it to 2.30 p. m., at Cork, and the letters would be delivered on 'Change to the mercantile community before business closes with them; so that the gain by the night mail would be equally great as by the morning mail,

276. Can you tell the Committee what effect this proposed accelerated communication would have upon the course of post, that is, the answer of the letters between London and Cork?—A letter leaving London on Wednesday evening will

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will be delivered in Cork on Thursday afternoon; the time altogether depending upon the speed of the boat; the answer to that letter will leave Cork on Thursday evening by the up night mail; it will be in Dublin on Friday morning in time to start by the up day boat and train on Friday; it would get to London undoubtedly at too late an hour to be delivered in London that evening, because the train would not arrive until 7.15 p. m., and of course that is practically too late for business purposes; but assuming that the letter were going to Chester, to Liverpool, to Manchester, to Wolverhampton, or to Birmingham, that letter would be delivered in any of those towns on the Friday evening. We will take the case now of a letter leaving London on Wednesday morning; by the new arrangement of trains, that letter would reach Dublin the same evening, and be delivered in Cork on Thursday morning. In carrying out a general scheme of improved postal and passenger communication between the two countries, my feeling is, that it is not only necessary to start the day mails from Dublin at an earlier period than they are started now, but also that the day up mails should start from Cork, Belfast, and so forth, at a later hour than they do at the present time; by making the arrival of these trains into Dublin something like six o'clock, you will effect the object, not only of giving a delivery of any letters by these up day trains through Dublin, the same as all local letters posted at the General Post-office in Sackville-street, in Dublin, are delivered in the evening, but it will also give a less time for the forward letters, whether for England or through Dublin, to remain in the General Post-office, so that the letter to which we have alluded as leaving London on the Wednesday morning, being delivered in Cork on Thursday morning, the reply to that letter might leave Cork by the up day mail train, which should start, say at 11.30 a. m. instead of 9.45, as it does at present; practically, the up day mail is inoperative for an answer to a down letter from Dublin of the previous night; that one hour and a quarter would make a very essential difference; a letter leaving then at 11.30 a. m. would be in Dublin between five and six o'clock in the evening; it would be forwarded to London that night, and would be delivered early the following morning.

277. Captain *Duncombe.*] So that, in point of fact, if a letter went from London to Cork on Wednesday morning, the answer would be delivered in London on Friday morning?—Yes.

278. Lord *Naas.*] By the proposed arrangement, what advantage would be gained in course of post between London and Cork?—At the present time, a letter leaving London at five p. m. on Wednesday arrives in Cork on Thursday at 4.30 p. m., and would be delivered, say an hour and a half after that, about six o'clock, which is practically, for purposes of business, quite useless that day. Then the earliest time at which an answer to that letter could leave Cork would be at 9.45 p. m. on Thursday; that is on the evening that the receiver gets the letter, at six p. m., answering it by that night's mail, that letter would not reach Dublin till 4.30 a. m. on Friday; it would remain in the General Post-office at Dublin until 10 minutes after 12 at noon, and it would arrive in London at 4.50 a. m. on Saturday; that is, the very earliest period the answer would be back is 60 hours; but we could hardly assume that the letter would be answered that evening; therefore, it is more than probable that the answer to the letter would leave at 9.45 a. m. on Friday, it would reach Dublin at 4.30 p. m., leave Kingstown by the boat at 7.30 p. m., and arrive in London at 11 a. m. on Saturday; so that the earliest period would be 60 hours; but the more probable period would be 66 hours.

279. Captain *Duncombe.*] Practically, between delivery and delivery there would be a gain of 24 hours?—Yes.

280. Lord *Naas.*] By what train did you assume that letters left London under the existing arrangement?—By the 5 p. m. express.

281. *Chairman.*] No letter would leave London on Wednesday which was not written on Tuesday?—You can post letters up to six o'clock in the morning, if they are posted at Charing-cross and the other branch offices through London.

282. For all business purposes, the night mail would be the most important mail?—The night mail is the important mail; where a person is originating correspondence, the night mail is the important mail.

283. Lord *Naas.*] Although the acceleration in course of post between Dublin and Cork is not very great, yet it would be enormous as between the intermediate districts of Birmingham, Liverpool, Manchester, and those towns; the answers

to

to these letters would be in time to be delivered on the night of the morning that the letters left Ireland?—Yes.

284. Mr. *H. Corry.*] Is it not almost universally, if not quite universally, the case, that the express trains throughout England stop at much fewer stations than the mail trains?—They do.

285. Is not that in consequence of the requirements of the Post-office?—The stoppages by the mail trains are in consequence of the requirements of the Post-office; clearly so.

286. Is it not intended to carry mails by all the trains which are proposed to run between London and Holyhead, and from Holyhead to London, both by Captain Huish and yourself?—Yes.

287. And it is also proposed by you that those trains should stop at even fewer stations than the present express trains?—Yes.

288. Would not those trains, therefore, give less accommodation to the Post-office than the present express trains?—Practically no. I think when that question is gone into by the Post-office, it will be seen that there will be at least as much accommodation for the cross and branch post as there is at the present time, and that will combine the advantage of great additional accommodation as between London and Dublin.

289. In fact, you think no objection would be made at the Post-office to diminishing the number of stoppages?—The Post-office will make objections to this scheme, I have good reason for knowing, but I think myself they are objections that can be overcome.

290. You have stated that you propose the night mail should leave London at 7.45?—Yes.

291. If I remember rightly, Captain Huish suggested that his train should start at eight?—Yes.

292. I think Captain Huish anticipated that the Post-office would object to even so early an hour as eight o'clock as the time of departure?—I think the anticipated objection of the Post-office, to which Captain Huish alluded, was with regard to the starting of the morning mail, and not the evening mail.

293. At all events 7.45 would be earlier than the present departure?—Of course.

294. If the Post-office should insist on the mails departing at the present hour, which is an hour later than the time proposed by you, that would be an insuperable objection to carrying out your plan; but could arrangements be made in Dublin which might admit of the trains leaving London as they do now, at 8.45, and yet of the letters going by that train reaching Dublin in time to be distributed through the country by the day-mails from Dublin?—There is no practical objection, except that it delays the course of post for the more distant parts of Ireland between England and Ireland, and there is an objection which the railway authorities will naturally take to starting this special express train at 8.45, seeing that that is the time which is occupied at present for the departure of the ordinary mail train; there would be one train starting at 8.45, and another a few minutes after.

295. Mr. *Tollemache.*] The proposal made by the Railway Company is, that one train will leave at 8 in the morning, and another at 8 in the afternoon?—Yes.

296. The latter would be 45 minutes before the regular train?—Yes.

297. Lord *Naas.*] Supposing that your proposal for accelerating the land journey 2 hours and 11 minutes were adopted by the Post-office, do you think, that with the present boats two trains a day would be sufficient for the ordinary passenger traffic between London and Dublin?—No, they would not.

298. Why do you think they would not be sufficient?—As it is with the present arrangement, the boats sometimes become excessively crowded, and in rough weather the passengers suffer dreadfully; there is no real accommodation on board those boats for the passengers in rough weather. When the boats have been crowded, and when there have been 100 passengers on board in rough weather, I have seen the people lying about the cabin and on the tables, and they have been sick all about.

299. Do not you think that taking off the five o'clock evening train would have the effect of crowding the steamers much more than they are at present?—I think that until the larger boats were carried into effect, the persons managing

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the traffic to Holyhead would make arrangements for having additional boats each way during the day at hours not interfering with the proposed system.

300. You think the only difficulty as regards the passenger traffic, is the insufficient accommodation of the boats?—Certainly.

301. But if they started a second boat, when necessary, at the same time, that objection would be done away with?—Yes; but there is an objection, as a matter of traffic, to starting two conveyances exactly at the same time.

302. Then the acceleration of passenger traffic between London and the interior parts of Ireland would be quite as much facilitated and hastened as the postal communication?—I think they go hand in hand.

303. Mr. *Vance.*] Do you not think that the mercantile classes of Dublin, who have a large trading connexion with the small and distant towns of Ireland, would be dissatisfied at the night mail leaving at half-past nine, instead of the early hour it does at present?—No; practically the night mail, leaving at half-past nine, gives the same accommodation to the large towns in Ireland, and to all the towns, with the exception of the remote districts, as starting at half-past seven does. The only town of importance that I can carry in my mind at the present moment as likely to be injuriously affected by the departure of the mails to the south at half-past nine is Tralee.

304. My question was with respect to the smaller and more distant towns in Ireland?—Skibbereen, and some of those out-lying towns, would be put in a worse position. Some of those towns just touch the return of post in the day by the present arrangement, and anything which delays the departure of the night mail would, consequently, affect the postage of those towns 24 hours; but I apprehend that is a very limited circle indeed; it can be only one band, and that a very narrow one

305. Is there not a considerable delay at present in starting the Holyhead boats, in consequence of their shipping merchandise?—The system of shipping merchandise has been done away with.

306. *Chairman.*] Would not there be some practical difficulties, in starting from London at the hour you propose, in the collection of the letters?—The Post-office would make an objection to it; of course it disconcerts, to a certain extent, their regular system; but, assuming that we start at 7.45 at night, according to the proposal which I have made, it would be merely to adopt a different hour for doing that which the Post-office does at the present time through London, in order to enable letters to leave London by the five o'clock express train. The regulations of the Post-office permit letters to be posted at the receiving-houses throughout London until two o'clock in the day; they are received at the branch offices at Charing-cross, at Cavendish-street, at Lombard-street, and in the Borough, up to three o'clock; at St. Martin's-le-Grand you can post a letter for the day express mail until 3.30; there is no special box for those letters, they are simply thrown into the ordinary box. Any one passing by the Charing-cross Branch Post-office, will see written up against the box which receives these letters for the five o'clock express train, "Letters may be posted here with one stamp until 6 p.m." There is nothing whatsoever said about letters for the express train at five o'clock in the day. But people connected with Ireland know, practically, that all they have to do is to throw their letters into the ordinary receiving box; they are received at Charing-cross, we will say until three o'clock, and at the other Branch Post-offices until three o'clock; at three o'clock, no doubt the bag in connexion with the box is taken away, and the letters for the Irish mail are separated from the other general letters, and those Irish letters get dispatched by the five o'clock in the evening express train; therefore, the Post-office being able to do that for a particular hour in the day, they can carry arrangements out for any other hour in the day. There seems to me to be no real or practical difficulty with regard to that point.

307. With regard to letters arriving in London, how would they be affected?—Letters arriving in London at 7.15 in the evening are obviously too late for delivery that night in London; they must remain in the General Post-office; but letters arriving at 6.45 a.m. could go out with the same delivery which takes place when the Paris mail, which arrives at the Post-office between seven and eight in the morning, is delivered; there are two mails from Paris to London; all letters posted in Paris up to 10 o'clock in the morning arrive in London in time for the first delivery the following morning; the second mail leaves Paris at half-past seven in the evening, and arrives in London at ten minutes before eight

eight a.m. ; there is a special delivery of letters arriving by that mail, and if there be a special delivery of letters arriving by that mail from Paris, why should there not be a special delivery of mails arriving from Ireland.

308. Supposing a system of morning boats from Kingstown and a quick day express were adopted, would Liverpool, Birmingham and Manchester be benefited by these postal communications?—They would ; a letter from the interior of Ireland posted, say, on Wednesday night, could be delivered in the course of Thursday afternoon in Liverpool, and in the course of Thursday evening in Manchester, Wolverhampton and Birmingham ; they would arrive at Chester at a quarter past three in the afternoon, they would arrive at Liverpool about half past four, in time for the last delivery of letters at Liverpool, they would arrive at Manchester about a quarter past five, and they would arrive at Birmingham about six, enabling those letters all to be delivered that evening in those towns.

309. Would not North Wales be under a disadvantage from this arrangement?—No, North Wales would be rather better off; North Wales would have a day mail, which she has not got at the present time ; letters could be delivered even at Holyhead at a little after four in the afternoon, and they could be answered by the train in connexion with the boat, which would leave Kingstown that evening at half-past seven, so that there would be nearly a whole day's post saved for even the extreme point of North Wales, which is Holyhead, and other towns would have greater convenience.

310. Are not the primary objects of your proposal to place Dublin in the same position, as regards postal communication, with Liverpool, Manchester and other large towns in England?—Undoubtedly ; the object is to enable a person writing a letter this day, Wednesday, in London, to have that letter delivered early the following morning, and that the reply to it shall leave Dublin so as to be in London on Friday morning, and *vice versâ*, enabling a person living in Dublin, and writing to London on Wednesday evening, to have it received on Thursday, and that the answer shall be in Dublin on Friday morning.

311. Will you state how Liverpool would be circumstanced if your proposed arrangements were carried out?—All the letters posted over-night in the provincial towns of Ireland would be delivered in Liverpool the following evening ; that is not the case at present ; there would be that much gain. At present a letter leaving Cork this, Wednesday, evening, is not delivered at Liverpool until Friday morning ; it would be delivered on Thursday afternoon at Liverpool.

312. Mr. *H. Corry.*] At what hour in the afternoon?—About six o'clock. Then the letters now leave Liverpool at 45 minutes after eight. If these were any object, they could leave much later even than that; in case of the arrival of a foreign mail, for instance, an American mail, this would sometimes be of very great importance indeed ; because if an American mail arrive at six or seven in the evening there is not time to dispatch it for Ireland that evening ; but if the mail did not leave till 11 o'clock, there is that much time gained. Mr. Rowland Hill told me some time ago, that the Irish portion of the American mail is very important indeed ; it constitutes one-third of the bulk of all the letters which come from America ; therefore it is important that every possible facility should be given for getting that portion of the mail over to Ireland at the earliest possible period.

313. How would Manchester be circumstanced?—All letters posted in the provincial towns in Ireland would be delivered the evening after they are posted, and the Manchester letters for Ireland would have a considerable gain, because the Irish letters now leave Manchester when the mail train leaves for London ; they reach Crewe in about an hour and a half, and there they remain till two o'clock in the morning, when they are sent forward by the down night mail from London, and they arrive in Dublin between 11 and 12 the next day, and they are not delivered in Dublin until the afternoon. The letters for the interior of Ireland, under the present arrangement, remain in the Post-office until the departure of the evening mails ; whereas, if they got over to Dublin under the proposed arrangements, those letters would be in time for the morning mails to the provincial towns of Ireland ; there would be the saving of a post by it. At the present time, letters, to reach Dublin early the following morning, must be posted at Manchester at a quarter past four ; and those letters are delivered in the provincial towns of Ireland that evening.

314. How would Huddersfield and Leeds be affected by it?—Letters leaving Leeds at 45 minutes after 6 in the evening would be delivered in Dublin early

the following morning, and in the provincial towns of Ireland in the afternoon. There is a very large connexion between Leeds and all the larger towns of Ireland. At Huddersfield, the departure being at 7.45 p.m., the same communication would carry those letters; whereas, at the present time, a letter, in order to arrive at Dublin early the following morning, has to leave Leeds at 40 minutes past 3, and Huddersfield at 20 minutes past 4; it may be even earlier than that.

315. How would Bristol and the west of England be affected?—It would, to a certain extent, injuriously affect the communications with the west of England.

316. Will you state how?—I am not aware whether the Midland Railway Company have the same arrangement with the Post-office which the London and North Western Railway Company have. The London and North Western Company have an arrangement with the Post-office, by which the Post-office can send bags by any of the trains of the London and North Western Company. The company receive a sum of money, and places at the disposal of the Post-office any of the trains which the Post-office requires for the conveyance of the bags. If such an arrangement as that were in existence with the Midlands' Company, the Post-office could send their letters by the ordinary trains, and no great practical inconvenience would result from their starting a little earlier than at present; but if there be no such arrangement as that, and it is necessary to run additional mail trains between Birmingham and Bristol, so as to communicate with Bristol and places in the west of England, you certainly would add greatly to the Post-office expenses. I apprehend the Post-office revenue is not very great in that district.

317. If such an arrangement could be made, in point of fact, your plan would largely improve the communication between London and Dublin, without injuring the postal communication between Dublin and the large English towns?—I cannot speak as a Post-office man, knowing nothing of the details of the Post-office; but as an observer of the system generally, if the arrangements which are now before the Committee were carried into effect, they would produce large benefits in the postal communication between London and Dublin and the provincial towns of Ireland; and with the exception of Bristol and the western districts of England, I do not see in what way the other postal communications would be under any disadvantage over the existing system.

318. Although you are not officially connected with the Post-office, I believe you have paid considerable attention to the subject of postal communication generally?—I have.

319. You stated, I think, in your last examination, that the capital necessary for the long boats which you propose to employ, would be half a million; have you any particulars of the calculation on that subject to give the Committee?—I apprehend the Committee will get that in a much better manner than anything I could give; but in the course of my inquiries, I was in communication, amongst other parties, with the firm of Maudslay & Field, and those gentlemen made out a calculation for me, showing that the cost of each boat of the size and power required to perform the service in the way we have mentioned, would be something like 120,000*l.*; and looking at the communication as a simple matter of traffic, it appears to me that the double service could not be kept up each way twice a-day for seven days a week without having four boats; so that it would make nearly half a million; say half a million sterling.

320. Taking a rough estimate of the cost of these boats at half a million sterling, and taking the cost of the Holyhead Railway at 50,000*l.* a mile, the increased capital necessary for the boats would only amount to the increased capital necessary for the extension of 10 miles of the same kind of railway?—Assuming always, that at the present day we do not construct railways so expensively as at the time the North Western Railway and the Chester and Holyhead Railway were constructed.

321. In this case you get 63 miles?—Sixty-six; the Admiralty pays for 66 miles.

322. Sir *R. Bulkeley.*] Could any saving in the passage, in point of time, not distance, be made by running for the Liffey instead of Kingstown?—No; it is a tidal harbour, and you would have to shift the hour of departure every day.

323. Mr. *Vance.*] Could a saving be made by running to Howth instead of to Kingstown, if there were a suitable harbour?—Yes.

324. *Chairman.*] It was stated the other day, that the cost of the Post-office boats

boats was formerly about 70,000 *l.*; did that include the boats to Milford and Donaghadee?—I should think not; but it is a return which can be very easily obtained. If my memory serves me correctly, when the Chester and Holyhead Railway was opened throughout, with the exception of the tubular bridge in the first instance, the new boats were put on, and the whole of the mail service between England and Ireland was passed through Holyhead, and the boats on the Milford and Waterford and Donaghadee and Port Patrick stations were withdrawn. I quite recollect that in former times those boats were repaired at Holyhead; but my impression is that there has only been one postal route between England and Ireland since the time of the opening of the Chester and Holyhead Railway; and therefore that sum of 68,000 *l.* or 70,000 *l.*, which is said to have been the cost of the service, represents the cost only of keeping open the communication between Kingstown and Holyhead.

325. I think you have said you would recommend that the new arrangement of the trains should be commenced at once?—Unquestionably.

326. Without reference to your boats?—Yes; the arrangements on the Irish side of the water to be temporary, and to be modified, and brought into a permanent shape as the new and enlarged boats come upon the station.

327. Mr. *Vance.*] Would not the new arrangement deprive the public of the only day passage which they have, which is the boat from Dublin to Holyhead, at one o'clock?—I think there would be no difficulty in meeting that; I am quite sure that the Company would be willing to put on a boat for the day service; there is a strong feeling in favour of it for families; there would be a day communication, I am inclined to think, as a matter of traffic, in combination with the other arrangements; it would not be a serious loss in the first instance, and it would probably recover itself quickly, if a day boat were put on, so as to start something about 10 o'clock or 11 o'clock from each end, to bring families during the day, and persons who are not pressed for time.

328. Sir *R. Bulkeley.*] Are you at all acquainted with the state of Howth Harbour at this moment?—Only that it is quite filled up.

329. Do not any vessels now enter Howth Harbour?—Very light-draught vessels.

330. Are you aware at all what depth could be procured?—I do not think the existing harbour could be made to do much; it was made on wrong principles, so as to let the sand and silt in, and no back water to remove it.

331. *Chairman.*] You have had conversations, you say, with practical men, and you are of opinion that the proposed improved arrangements could be carried out for the difference between 25,000 *l.* a year and 70,000 *l.*; namely, 45,000 *l.*?—I am of that opinion, from all that I have heard, and from all I have hopes of in the development of the traffic between the two countries.

332. Sir *R. Bulkeley.*] Has your attention ever been called to the little protection which has been afforded to the lower orders in crossing over between England and Ireland?—It has.

333 Do they suffer great hardships in the winter months?—They suffer terrible hardships; indeed it is quite melancholy to see mothers with their young children taking passages in the vessels plying between England and Ireland.

334. Is that from the size of the vessels, and there being no accommodation to shelter them from the inclemency of the weather?—I believe it is; at present all that class go by the cargo vessels, and in bad weather it is the custom to allow them to go under cover; but if there happens to be a heavy cargo, and the whole of the stowage is filled up, there is literally no place in which to accommodate those persons, unless it be in the first cabin.

335. Do you think if vessels of a larger size were put on, and some system of protection to the lower orders were adopted, it would have the effect of causing a greater number of them to travel to England by way of Holyhead?—I think if there were cheap trains for the lower orders, that they would undoubtedly use that line in preference to the Liverpool line.

336. In conversation with scientific persons, did they at all give you an idea as to the number of passengers that could be taken by those large vessels?—Yes; assuming that the vessels are 400 feet long, something like 400 persons would have lying-down room in those vessels; of course the vessels would be capable of carrying a much larger number of persons than that.

337. You frequently cross the Channel; what number of first-class passengers could receive anything like accommodation in the present vessels?—To receive

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that kind of accommodation which a first-class passenger is entitled to, I think at the present time you would find it a very great difficulty to give accommodation to 40 persons in any one of the boats which are now running.

338. Do you contemplate any alteration in the present fares?—I should like to see the fare lowered; and in truth, taking a view which can never be carried into effect, because it is entering into the question of commercial competition, which never could be tolerated, what I should like to see would be those large steamers carrying persons between England and Ireland for a mere nominal sum; that would do more good to Ireland than the erection of police barracks, and the large expenditure of money that now takes place for troops in Ireland.

339. What is the present fare for first-class passengers?—If a person does not have a through ticket, it is 11 *s.* in the Holyhead boats first-class, and 12 *s.* in the mail boats; the Holyhead boats take second-class passengers. I rather think the mail boats do not take second-class passengers.

340. Mr. *Repton.*] Do not the mail-boats take the servants of the first-class passengers?—Yes, and they take persons with second-class through tickets.

341. Mr. *Vance.*] With through tickets only?—Yes.

342. Mr *H. Corry.*] I think it appears, from your evidence, that one of the great objects you have in view in proposing that the train should start from London at an earlier hour, both in the morning and at night, than at present, and likewise in shortening the time between London and Dublin, is that the trains should arrive in Dublin in time for the letters and passengers to be forwarded to the provinces by the night mail and the morning mail from Dublin?—Yes.

343. If any insuperable objection should exist to accelerating the trains between London and Holyhead to the extent which you contemplate, or to starting them at so early an hour, do you think any alteration could be made in the time of the departure of the trains from Dublin, and likewise in their speed, which might still carry out your views with reference to the time of ultimate arrival at Cork, Belfast and other distant towns of Ireland?—I think the mail-trains on the Irish railways might be accelerated; of course, the later the train starts, *cæteris paribus*, the later it must be in its arrival at its destination. I do not think it would be right in a great national line of communication, such as this is proposed to be, that the very small places which would be affected by the later departure of the night mail trains should be brought into comparison with the important results which would follow a greatly improved communication over the existing one. I recollect some few years ago, before the Chester and Holyhead Railway was opened, the mail left London at 45 minutes past eight, as at present; it got to Birkenhead about four or five o'clock in the morning; then the steamer took the mails across to Dublin, and it arrived there at a late hour in the evening, and the departure of the mails into the interior of Ireland was made to correspond with the assumed arrival of that boat, carrying the London and English letters as far as practicable.

344. But supposing that the morning mails and the night mails were respectively started from Dublin, say an hour later than at present, do you think that the speed of those trains might be so accelerated as that they should arrive at the distant towns, such as Cork and Belfast, at the present hours of arrival?—I think that those trains might be expedited. I would not go to the extent of saying, so as to reach their destination at the same hour as they do at present; I think they might without any difficulty be expedited.

345. Lord *A. Hervey.*] Do you not propose that the mails arriving in London at a quarter past seven p. m. shall leave Dublin at half-past eight a. m.?—Yes.

346. To avoid the inconvenience of the mail arriving in London too late for the letters to be delivered till the following morning, would it not be possible that the mails should start at an earlier hour in the morning than you propose from Dublin?—That would be an improvement for the letters, because you would give the advantage, not only of delivering the letters that are intended for London, but you would also give the advantage of a delivery through London; the forward letters to Kent, Brighton, Norfolk and Suffolk, and for the whole of the Continent, would in that way be delivered. You are to consider that, to a certain extent, you destroy its convenience as a passenger communication; because, starting from Kingstown at eight in the morning, you would have to leave Dublin at half-past seven in the morning, and that is an hour that certainly would operate as a barrier to families going; it would be advantageous, undoubtedly

doubtedly, to the postal communication; but if you attempted to combine the two, it would be very injurious to the passenger communication: it would give no real day communication to the passengers. I was requested by an honourable Member of the Committee to hand in a statement of the special express train and steam-boat which ran from London to Kingstown on the 11th of May last.

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[*The Witness delivered in the same.*]

Special Express Train and Steamboat from *London* to *Kingstown*, on the 11th of May 1853.

Left	- Euston Station at - - - - -	- 8.35 A.M.,	London time.
„	- Rugby (83 miles) - - - - -	- 10.37 „	„
„	- Chester (178 miles) - - - -	- 1.6 P.M.	„
„	- Holyhead (263 miles) - - - -	- 3.36 „	„
Arrived at Kingstown (329 miles)	- - - -	- 7.29 „	„

(signed) *C. P. Roney.*

347. Sir *R. Bulkeley.*] Do you suppose, if the London and North-Western Railway Company, and the Chester and Holyhead Railway Company, had a grant from Parliament, which enabled them to increase their capital to the amount of half a million of money, they would undertake this service without any payment from Government at all beyond the present subsidy of 25,000*l.*?—Any information which has reached me is to a different effect. I think if 70,000*l.* a year were guaranteed, the London and North Western Railway Company and the Chester and Holyhead Railway Company would do the service; and even subject the contract from time to time to a revision, in the manner to which I alluded the day before yesterday.

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348. *Chairman.*] ARE you a Director of the Chester and Holyhead Railway Company, and were you Chairman of the Board?—I am a director now, and have been since the formation of the company, and I was for above two years the chairman of the company

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349. Are you also a director of the London and North Western and Great Southern and Western of Ireland Companies?—I am a director of both; I have been a director of the Great Southern and Western of Ireland, also, since its formation.

350. Have you since 1848 had the direction and control of the company's steam-boats?—I have had the direction and control of the steam-boats from their first being placed on the station, and for two years I attended very minutely to the details myself personally; since then, I have continued the general control and direction.

351. Which are the two fastest boats belonging to the company?—The "Anglia" and the "Scotia."

352. In what time can those boats make the passage from Holyhead to Kingstown?—They have made the passage in three hours and 23, 24, 25 and 26 minutes, and they are capable of doing that under favourable circumstances.

353. Are they not allowed, on account of the expense, to make the passage in that short time?—I will explain that a little at length, if the Committee please: at first the boats were directed to make their passage as quickly as they could, not exceeding the pressure which the builders had given as the maximum, and for four months records were kept of their performances; the result was a very large expense, so great, that I found the company could not stand it; the expense in fuel was very large, and every species of engine store; besides that, the boilers and tubes would be consumed in about half the time to what, under ordinary circumstances, they might be made to last; having, therefore, attained a perfect knowledge of what each boat could do under all circumstances, I then directed that the passage should never be made in less than four hours and a quarter, and that they should endeavour to make a mean average passage of about four hours

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and a half: under those regulations, then, the boats have been working during the years 1849, 1850, 1851 and 1852, and up to this time, with this difference, that during 1852 I allowed them to make the passage in four hours, and diminishing the average to four hours and twenty minutes, instead of four hours and a half, the object being to afford a little more time for the transfer of the passengers, which was complained of, and I rather put the making up of the time upon the boats than upon the railway train. In order to give the Committee a complete view of what these boats are, and the system under which they have been worked, showing the conditions under which the expenses have been incurred, and which bears materially upon the question before the Committee, I have in my hand Returns, which have been made to me from the very first; and I will put them in as evidence—(*The Witness delivered in the same.*) There are two sets of Returns; the one describing the particulars of the vessels, more especially their horse-power and their displacement; the other Returns are their performances. Those Returns are, in fact, data which would enable any scientific man to say what cost will be incurred by driving vessels at the highest speed, or what mitigation of cost will attend a lower rate of speed; I think those Returns give that very fully.

Vide Appendix.

354. What is their average and maximum speed?—Their average speed is about 14 miles an hour, and their maximum speed about 19 miles.

355. Statute miles?—Yes.

356. What is their average consumption of fuel?—About $2\frac{1}{2}$ tons per hour, under the conditions under which we are now working.

357. What is the consumption of fuel, at the highest and lowest speed respectively, in tons of coal, per hour?—About $4\frac{1}{2}$ tons, at their highest speed.

358. Can you hand in Returns showing the condition and results of working of all the Chester and Holyhead Company's boats, from August 1848 to March 1853?—These are the Returns.—(*The Witness delivered in the same.*)

Vide Appendix.

359. Will you describe the particular qualities of the "Anglia" and the "Scotia," and how far they may be superior to most vessels afloat in 1848?—The "Anglia" is rather a flat floored vessel, and is capable of making the passage in smooth water perhaps quicker than the "Scotia;" the "Scotia," on the other hand, would make the passage better than the "Anglia" in a sea-way. Their displacement is now pretty nearly the same; but the "Anglia" is 350-horse power, whereas the "Scotia" is 400. Now, the "Anglia," in the first instance, had a lighter draught, and a less displacement than the "Scotia;" but we found it necessary to strengthen the engine-bed in which the engines played. The result of that has been to give her a considerable addition to her displacement; that places her at a disadvantage as regards the "Scotia."

360. Are you of opinion that these vessels may be much improved upon?—Since they were built, there has been a great improvement in marine boilers, and the proportions of vessels for speed are more generally understood than they were then.

361. Would a moderate increase of the size of vessels be sufficient, or would not an altogether superior class be required, in order to give the public the maximum of accommodation and comfort?—In order to get speed and accommodation, a very large vessel is undoubtedly necessary; because though you may probably get as high a speed with a moderate sized vessel, like the "Anglia" or the "Scotia," you cannot get accommodation, seeing that the engines and machinery take up such an enormous portion of the whole displacement of the vessel.

362. Have you considered what class of vessel would be most suitable for express boats?—About a year ago my attention was drawn to this subject, and I had the pleasure of meeting an honourable Member present, with yourself, I think, with Mr. Penn and Mr. Lang; since that time I have made it my business to inquire more particularly into the highest speed which, between Kingstown and Holyhead, might be attained, and the sort of vessel which would be suitable for it, giving sufficient accommodation; I have no doubt that 25 statute miles an hour may be accomplished, and I think that a mean average speed of about 20 miles an hour might be maintained; that is, that as our own boats can maintain between 14 and 15 miles, the proposed boats achieving a maximum speed of very nearly 25 miles, a mean average speed of 20 miles might be be attained. On that point I differed with Mr. Lang and Mr. Penn, upon the effect

effect which would be produced upon the vessel capable of going 25 miles an hour by head winds, by seas, and by all the various conditions under which the vessel has to act. I conceive that not more than 20 miles an hour could be maintained by a vessel which might be, under favourable conditions, capable of going 25 miles an hour.

363. Will you describe the kind of boats which you would suggest for the purpose?—Looking at the kind of boat as that which should not be beyond the necessity of the case, I think the mid-ship section should be 300 square feet, the displacement should be from 1,800 to 2,000 tons, and the horse-power should be 1,200 nominal, but capable of working up to a dynamic power of 4,800, and with a pressure of 34 lbs. per square inch; without now settling either length or breadth or depth, or any details, those outlines would furnish an extremely fast vessel, and, with adequate accommodation, capable of performing the passage at the average speed of 20 miles an hour under general circumstances.

364. Have you made any calculation of what the draught of water would be of such a vessel?—I have said that I should leave those details; but I think from 10 to 11 feet probably; of course, if they were broad in proportion, there would be less draught of water; but if they were made very narrow, the draught of water would be a little increased: this is a builder's question; a good deal would have to be discussed between the maker of the engine and the builder of the boat before those points could be finally settled.

365. Have you made any calculation of the number of passengers which you would propose to accommodate in such boats?—With respect to accommodation, such a vessel, I think, would accommodate from 130 to 150 persons lying down first class, and probably from 150 to 200 second class.

366. What accommodation would be afforded to the second-class passengers?—I think from 150 to 200 persons might be comfortably accommodated in such a vessel second class.

367. Under shelter?—Yes, lying down.

368. In what respect would the accommodation be superior to that which is now given?—There would be considerably more comfort; in so much larger a vessel, the effect of bad weather would not be so much experienced; I do not know that sea sickness ever could be got over altogether; but the larger the vessel, the less the amount of sea sickness would be, no doubt; such a vessel would probably not throw the water about so much as these smaller ones do, and would not jump about so.

369. At the rate of which you have spoken, these vessels would be capable of doing the service in two and a half hours; but you take an average of three hours?—I think they would do the passage in two and a half hours, just as our "Scotia" and "Anglia" have done it, in three hours 23 and 25 minutes, under the same conditions of perfectly smooth water, and no wind.

370. Have you made any estimate of what would be the first cost of such a vessel?—I think such a vessel could hardly be sent to sea under 100,000*l.*, and it might be more.

371. What would be the average annual working charges?—That is not quite so easy to answer in figures; I have not made a specific calculation; but I should say, in general terms, that the cost of carrying on the express service, that is, one service each way a day for six days a week, would be about three times the amount which it now costs us to perform that express service. I hold in my hand a memorandum of the receipts and working charges from the 1st of August 1848 to the end of 1852; the receipts from the 1st of August 1848 to the 31st of December 1849, were 10,832*l.* The working charges were 32,389 *l.* The loss to the company, therefore, was 21,557 *l.* in 17 months. In 1850 the receipts were 10,167 *l.*, and the charges 18,112 *l.*, leaving a loss of 7,945 *l.* for that 12 months. In 1851 the receipts were 14,159 *l.*, and the charges 13,445 *l.*, showing a small gain of 714 *l.* In 1852 the receipts were 15,547 *l.*; the charges were 14,232 *l.*, showing a gain of 1,315 *l.* In giving, therefore, the three-fold expense, I speak of the year 1852.

372. What is the cause of the great difference in the annual charge?—It cost, as I before described, for four or five months, when the boats were worked to do the utmost they could do, an expense certainly 50 per cent. beyond what we now experience. Then, in giving that as the data of new vessels for the new service, there are always, many contingencies; break-downs take place, and there is another element, that we kept four boats thoroughly manned, which

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was necessary to meet those contingencies that I have named: but, as experience was acquired, we found we could perform the service with three boats, and it was not necessary to have all those three boats completely manned; the service is now performed by two boats fully manned, and one ready, whenever a relief is wanted, the crew being transferred to that spare boat; that accounts for a considerable portion of the difference between the year 1852 and the first period.

373–8. You state, therefore, that it would be three times the charges of 1852?—Yes, three times 14,232 *l.*, say 15,000 *l.*

379. *Chairman.*] As these boats would be so costly to construct, and also to work, would individuals or companies be likely to find it worth their while to provide them, unless aided by Government?—The inquiries I have made, and the conversations I have had with parties during the last 12 months, satisfy me that no company could be formed: there is no sufficient inducement for a company to undertake that service; and probably the results from the traffic, if it could be at all brought into play at Holyhead, instead of being divided, as it is, the whole of the traffic between England and Ireland would not anything like meet such large expenses.

380. Mr. *H. Corry.*] In estimating the amount charged, have you provided for the maintaining the rate of machinery and the hulls of the vessels?—There are only ordinary repairs included in those figures.

381. What do you estimate would be the maintaining-rate for such vessels as you contemplate?—I said before that I had not gone into the details. I take it you must provide for the wear and tear of double what the ordinary wear and tear would be; that is to say, if boilers will last about six or seven years, you must reckon upon boilers, used as these would be, lasting very little more than three years.

382. *Chairman.*] What interest of money would you calculate upon for the capital to supply the boats?—Five per cent.

383–8. What would you calculate the wear and tear, depreciation and insurance?—The insurance would be about five per cent.; the wear and tear I have taken in this way: I have first provided for the tubes, and the renewal of the tubes in, say from two to three years; I should then provide for a renewal of the boilers in, say three to four years; then, that the vessels at the end of some finite time, say 15 years, would be unfit for that service, though saleable for some other service: taking the valuation, then, of the vessels at the end of the time, say 15 years, from the original cost, I divide that sum by the 15 years, and take the annual charge for renewal according to that proportion, 5 per cent. for interest, 5 per cent. for insurance, and those sums calculated at 15 years, the whole, whatever it might be, that would come out.

389. *Chairman.*] Supposing such a class of vessels were provided, and the sea passage shortened in the manner you have suggested, do you think the communication between the two kingdoms would be usefully facilitated and extended?—My impression is, with such facilities as these, and others which would grow out of them, the larger part of the traffic between England and Ireland would go by Holyhead; whereas now one-half only goes by Holyhead of the passengers, and but a very small proportion of the goods.

390. Can you now give the Committee the total annual cost to the Company of the present service?—Our four boats, which are capable of doing the double service, cost 160,000 *l.*; 10 per cent. upon that is 16,000 *l.*; the insurance and interest, and the same principle of calculation as to renewal, namely, that they are worth one-fourth of their original cost at the end of the 15 years, would give 8,000*l.* to be added to it, making 24,000*l.* a year to add to the figures which stand in that return as their working charges, which are 14,232 *l.*; that is only one passage; therefore the total charges for the double passage would be about 54,000*l.* a year in round numbers.

391–3. Lord *Naas.*] With regard to insurance, you calculate the insurance at five per cent.?—Yes.

394. Would the insurance be five per cent. upon vessels which were only on service half their time?—We paid five per cent. for insuring our boats, when we did insure; but we did not insure them at their full value; we ran certain risks ourselves; at present we run all the risk.

395. If you were obliged to insure these vessels with an insurance company, do you think you would be compelled to pay five per cent.?—Yes, certainly.

396. Mr.

396. Mr. *H. Corry.*] Is not the calculation, which you have just given to the Committee, on the supposition that your boats performed two passages?—Yes.

397. But they do only perform one passage; have you calculated what are the actual expenses for the performance of one voyage, including all the items?—have not made that calculation, except as above.

398. We have got in evidence what would be the cost if they performed two voyages?—Allow me to observe, as respects comparison with the Dublin Company's service, this is a correct one: it would afford no comparison for the Dublin Company's mail contract service to show what we charge ourselves in performing a service less than half of that, one passage a day for six days only, compared with two passages a day for seven days a week; on the same principle of calculation, the three boats making one passage each way daily for six days a week, costing 120,000 *l.*, you would have a charge of 12,000 *l.* for interest and insurance, and 6,000 *l.* for renewal; making 18,000 *l.* to add to the 15,000 *l.* annual working charges, as the actual charge; that would be 33,000 *l.*

399. Mr. *Hamilton.*] Then your three figures will be the cost, including interest and depreciation, upon your present establishment, 33,000 *l.* a year; the cost, supposing that you had four boats instead of three, 54,000 *l.* a year?—Yes.

400. Lord *Naas.*] Would it be necessary to have four full crews for those four large vessels?—Yes, I think so, for the satisfactory and effectual performance of the double daily service; I consider that the four boats ought to be fully manned.

401. *Chairman.*] Have you made any calculation of what subsidy you would require for re-adoption of such vessels?—No, I am not prepared to say that; everything depends upon the sort of vessel; I cannot at all give a figure now to show what payment should be made to any company in order to make it worth their while to run all the risks, which would be very considerable, even with a subsidy.

402. Mr. *Hamilton.*] You could not presume to make such a calculation without knowing the amount of passenger-traffic which is conveyed by the boats belonging to the other company?—That would be an element to introduce. I am pretty nearly aware what that is, but nobody can tell what increase may take place. The traffic has increased much more slowly than I anticipated; in fact, I believe that the traffic between England and Ireland at this moment is not greater than it was in the year 1844, when we projected the railway.

403. Lord *Naas.*] If these large vessels were established, would you propose to make them available for the carriage of goods?—They would not be suitable for carrying goods at all; I apprehend that the goods business will increase by way of Holyhead, and that the very fact of the passengers chiefly going that way would have the effect of carrying the goods along with them.

404. Captain *Duncombe.*] Does not the paper which has been put in before the Committee show a gradual increase of your receipts for each year?—Yes; but it must be borne in mind that the railway was not completed for one-half of this period, and that the impediments in the way, when they had to cross by omnibuses from Bangor to Anglesea, of course prevented passengers going that way.

405. Lord *Naas.*] Can you give the Committee a Return of the number of passengers that have travelled by Chester and Holyhead Railway since it has been opened?—Certainly; I will either put it in myself, or the company's manager will put it in.

406. Mr. *Vance.*] Do you intend that these boats shall be propelled by screws or paddles?—At present, I must say paddles.

407. Can you attain as high a speed by a screw steamer as by a paddle-wheel steamer?—I think at present we have not screw vessels attaining the same speed as paddle-wheel vessels, except under very peculiar circumstances, and being small vessels.

408. Do you not apprehend a much greater danger of collision in the Channel from going at the rate of 25 miles an hour than at the present speed?—Yes, I think so; it must be borne in mind that the Channel between Holyhead and Kingstown is the great thoroughfare; that you cross this thoroughfare; that there are constant fogs; and that it requires a very vigilant look-out on both sides very often to keep clear of each other; undoubtedly, therefore, there is more danger in going very fast than in going at a more moderate speed.

409. The present Holyhead vessels are fitted up with a house on deck; do you think,

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think, when a gale of wind is blowing, that that deck-house is a safe arrangement?—I believe it is quite safe; I cannot see any danger in it to a vessel properly handled.

410. *Chairman.*] With reference to an answer which you gave just now, I will call your attention to some evidence which was given yesterday by Captain Huish, with whom you are acquainted, I presume; he was asked, "Is the passenger traffic between England and Ireland by Holyhead increasing rapidly?" His answer was, "The passenger traffic has increased considerably since we have given the facilities of return and through tickets, and especially what are popularly called 'Tourists' Tickets.'" It seems difficult to reconcile that with the evidence which you have just given, that the passenger traffic has not increased?—I said that I thought that the passenger traffic between England and Ireland was not much more now than it was in 1844, when we first projected the railway; what I rather think Captain Huish would mean is, that the traffic by way of Holyhead had proportionately increased; that is to say, that people had left the Liverpool route for the Holyhead route; I do not think he meant to say that the whole of the traffic as between the two countries had materially increased.

412. You alluded to the whole of the traffic?—Yes.

412. Do not you think that increased facilities would very much increase the passenger traffic between the two countries?—No doubt increased facilities would tend to increase the traffic; that is in this way, it would bring a larger proportion of persons now going by way of Holyhead, and leaving Liverpool; but I look upon the intercourse between England and Ireland as only now commencing; and what it may be, whether it will increase slowly, or whether it will increase rapidly, I think no man can venture to say; I do anticipate a very considerable increase in the interchange of persons, and of every kind of goods between England and Ireland.

413. Lord *Naas.*] What reasons have you for saying that there would be greater danger in running these boats at 25 miles an hour, than there is in the present boats?—In this way; very long, very narrrow vessels, going at a very great speed, cannot be turned as you would turn a short vessel going at half the speed; when once they are in motion, it takes a very long space to alter their course to clear anything which may suddenly arise in their way. Again, one of these vessels, at much less than half speed, which we will call between 10 and 12 miles an hour, would be hardly manageable if there was much sea on, or much wind; to slow such a vessel, therefore, would render her unmanageable,if she were going at five or six miles an hour, with much wind or much sea on. Now, just figure a vessel of that class having suddenly to turn out of the way of a sailing vessel, with nobody looking out, and coming down directly across her.

414. Do not you think that a large vessel of the kind proposed would be more easily seen by persons on board other vessels than a smaller one?—Of course a larger vessel would be seen more easily than a smaller one; no danger arises from not seeing, if people would look out; the danger always occurs when people are not looking out: I know what merchantmen are in the matter of looking out: many years ago, when I commanded a sloop-of-war in the Channel, I have had to fire shot directly at the vessels to keep them clear of me when I was lying-to in a gale of wind.

415. Is not the look-out superior in large vessels to what it is in smaller ones, from the size of the crew?—I am speaking of the difficulty of a steamer of this large size getting out of the way of a fellow who does not see her.

416. In case of collision, would a steamer of this kind do more harm than one of the smaller steamers, going at 15 miles an hour; in either case would not the vessel struck in all probability sink?—Yes.

417. Mr. *Tollemache.*] If it were well known that vessels of this size, and going at this rate, were running backwards and forwards between Holyhead and Kingstown, do not you think the captains of merchant vessels would keep a better look-out when traversing that part of the Channel?—Yes, they might.

418. Sir *R. Bulkeley.*] Would there be much difference in the effect of one of your vessels going at 15 or 19 miles an hour coming in contact with a vessel or one of these large steamers going at 25 miles an hour?—The effect would be much the same. With respect to this very subject, I have here a tracing of Kingstown Harbour; that is really an important matter connected with the question of safety or danger. The Committee will observe that Kingstown Harbour has an entrance of about 300 yards: now, when it is blowing

KINGSTOWN HARBOUR.

Soundings in Feet and Inches reduced to Low Water Springs.

Small Red Light

Sunken Wreck

Light Revolves every minute

Trader's Wharf

Dunleary Pier

Building Yards

2 DUNLEARY HARBOUR 4

DUBLIN AND KINGS TOWN RAILWAY

Tram Road

Customs

Boat Harbour

PACKET WHARF

Watch House

Railway Station

Coal Wall

No. 1 Coal Wall

No. 2 Coal Wall

Pier Head

blowing

blowing hard, with a following sea, one of these long vessels, taking a sheer, would not be very easy to get into this harbour; and, again, when in Kingstown Harbour, there is not so much room left for vessels to get to their berths. The regulation is to come along the eastern side; but it frequenty happens that vessels, either from drifting, or from veering cable, lie across the fair way; and one of our boats on one occasion, in endeavouring to avoid a large Spanish ship which had drifted, ran against the pier; there was so little room between the stern of the ship and the pier, that the "Hibernia" actually struck the pier in endeavouring to avoid the ship. Now, if such large vessels are to be employed in this service, a very much better system must be adopted at Kingstown than exists at present: they must keep a wider fair-way, and they must also keep the means of dragging vessels out of that fair-way which may happen to get into it; and it will require an establishment very different from what they have at present. There is another question to be considered; at present there is no wharf which could adequately accommodate these large vessels; they are commencing a pier, which will not be finished for some time to come; but my impression is, that accommodation will be required on the east side to a very considerable extent, something like what is shown by the dark colours in the tracing.

419. What is this dark coloured tracing?—It is the present pier; making it flush as a wharf.

420. Is that where the steamers coal at present?—Where the "Wolf" lies.

421. I suppose it is contemplated in that plan to extend the railway up to the point where it is embanked?—Yes.

422. Is there not plenty of water alongside the place where the "Wolf" lies?—Yes, there is 22 feet, I think.

423. At that part which is marked on the Ordnance Survey as "Packet Jetty"?—Yes.

424. Would not that alteration take you very much more out of the line where vessels at present lie alongside than the line you are at present obliged to take?—Very much.

425. If that was adopted, would not the present pier, which is now being commenced, be useless?—I think it would be in the way.

426. Captain *Duncombe.*] Can you state the length of your present vessels?—Something short of 200 feet; about 195 feet.

427. You are of opinion, if these vessels were adopted on this line of the proposed dimensions, great risk and inconvenience might arise upon their entering the present harbour?—I think there would be risk in handling such large vessels in such a space, crowded as Kingstown Harbour is.

428. You think there would be risk in entering the harbour, and after they are in the harbour?—Yes; but a vessel of the increased dimensions which I have indicated, would be much more easily handled than the larger one of 400 feet spoken of by Mr. Lang and Mr. Penn; the difference would be, that Mr. Penn's vessel would be 3,000 tons displacement, while mine would not exceed 2,000.

429. Is this improvement of Kingstown Harbour, which is shown on the plan you have placed before the Committee, projected from an idea of your own, as an improvement for the accommodation of these vessels?—The brown shading in the tracing is a suggestion of the company's superintendent, Captain Hurst, together with bringing the railway down to it; he will come before the Committee for some points of detail at a future day.

430. *Chairman.*] Do you know by whom this blue part is being carried on?—By the Board of Works.

431. Would the London and North Western and the Chester and Holyhead Companies be disposed, failing others, to provide such boats as you have described?—I have no doubt they would, on the understanding that there would be an adequate subsidy, without saying what that should be.

432. Would they do so for a term of years?—I have no doubt they would be willing to contract for a term of years.

433. Would they submit to a revision of their contract, such as has been described by Mr. Roney?—I think it would be but fair, looking at the uncertainties of the increase of the passenger traffic, to have a revision at the end of a certain time.

434. What term would you suggest?—Every five years.

435. Would they give undoubted security for the literal and entire performance of their contract?—Yes.

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436. Would they undertake to convey all letters, and to perform all Post-office service at such time as Government would fix?—Yes, no doubt.

437. Including the American postal service, when the mail-packets call at Holyhead?—I would include that. I apprehend it would be embarking and landing the mails, when the packets destined for Liverpool, or coming out of Liverpool, shall call at Holyhead, as I believe is contemplated.

438. Would they undertake to make the passage in three hours?—Yes; say about three hours.

439. Can you tell the Committee what was the cost to the country of the Post-office communication with Ireland for the last seven years prior to the opening of the Chester and Holyhead Railway?—By Returns made to Parliament, it appears that from 1841 to 1845, both inclusive, the cost of the services performed between Liverpool and Kingstown, Holyhead and Kingstown, Milford and Waterford, Port Patrick and Donaghadee, amounted to 69,498*l.*

440. Sir *R. Bulkeley.*] Was that clear loss?—Not clear loss; it was the actual cost, the working charges only; then there was the receipt of 14,586*l.* from passengers, which leaves 54,907*l.* as the actual cost.

441. Mr. *Hamilton.*] Does that include the insurance?—There is nothing for interest, insurance or renewal; it is merely the actual working charges. Then in the year 1846, the actual cost for the same service was 87,589*l.*; in 1847, 84,957*l.*; then in those two years there was also received for passengers 11,663*l.* and 10,431*l.*, making 22,094*l.*; so that in the two years the result is, that the cost for the years 1846 and 1847, deducting the receipts for passengers, was 75,226*l.*; the result of the whole is upon the five years and the two years, a mean average of 65,066*l.* actual cost to the Government.

[*The Witness delivered in the following Statement:*]

"Cost of Government Mail Steam Packets in the Communication with *Ireland*, in the Years 1841 to 1845, both inclusive.

Parl. Paper, 467.

	Charges, per Annum.	Receipts, per Annum.
	£.	£.
Liverpool and Kingstown	33,555	10,391
Holyhead and Kingstown	15,478	2,373
Milford and Waterford	19,485	844
Port Patrick and Donaghadee	975	978
	69,493	14,586
	14,586	
	54,907	

Parl. Paper, 585, 32.

69,493				
86,273				
2) 165,766	7 years - 1846	87,589	11,663	
77,883	1847	84,957	10,431	
	2)	172,546	22,094	
		86,273	11,047	
		11,047		
		75,226		

Cost.

Five years	£. 54,907	
Two years	75,226	£. 130,133
Mean average		65,066"

442. What was the cost in 1849 of the Holyhead service alone?—That is not so easy to ascertain. I am obliged, from the want of the same sources of information, to resort to my own experience; I must call it an estimate; there were employed the "Banshee," the "Llewellyn," the "Caradoc," the "St. Columba," the "Vivid," and the "Jasper," six vessels. There were full manned five; there was one in reserve, partially manned. I take the working charges of the four manned vessels to be 27,349*l.* I take the one packet always ready to be 2,599*l.* I take the packet in reserve 1,702*l.*; the shore establishment and the factory together to be 8,615*l.* It may be argued that the whole charges of that factory ought not to devolve upon the packet establishment, because, in fact, certain vessels from Pembroke and other places occasionally came, and were repaired

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repaired there; that work was done at the factory for other yards, but I cannot, in the estimate, ascertain in what proportions. I am obliged, therefore, to debit the packet service with the whole cost, which was 8,615*l.* I take the renewal of tubes for the four packets every three years at 1,000*l.* a year. I take the renewal of the boilers every five years at 2,400*l.* I take the renewal of the tubes and boilers for the two packets not constantly working, at four and six years respectively, to be 850*l.* I have before spoken of four packets: I take now the renewal of the machinery at 1,500*l.*; then the renewal of the vessels, namely, four at 40,000*l.*, and two at 20,000*l.* a piece, making 200,000*l.* for capital. The valuation at 12 years, say at 8,000*l.* each, all round, leaves 48,000*l.* to deduct from the 200,000*l.*; therefore, six packets for 12 years will be 12,666*l.* per annum, giving a gross total of 58,681*l.*, from which has to be deducted the probable receipts, which I say may be 9,000*l.* a year; that will leave 49,681*l.* for the cost to the Government for the Holyhead packet service in the year 1849; I think it could not be less, and I believe it might be somewhat more.

[*The Witness delivered in the following Statement:*]

"ESTIMATE of COST to Government of PACKET SERVICE at *Holyhead*, 1849.

		£.
Vessels employed:—		
"Banshee," "Llewellyn," "Caradock," "St. Columba," "Vivid," "Jasper"	6	
Full manned	5	
In reserve	1	
Working charges, 4 Packets:—		
Wages	£. 9,824	
Stores	17,525	
		27,349
1 Packet ready		2,599
1 ditto in reserve		1,702
Shore establishment and factory		8,415
Renewal of tubes for four Packets every three years, at per annum		1,000
Renewal of boilers every five years, at per annum		2,400
Renewal of tubes and boilers for two Packets, at four and six years respectively		850
Renewal of machinery		1,500
Renewal of vessels, viz.:—		
4 at £. 40,000	£. 160,000	
2 at 20,000	40,000	
	200,000	
Valuation, at 12 years, say 8,000*l.* each; all round, less	48,000	
	£. 152,000	
6 Packets, 12 years, per annum		12,666
	£.	58,681
Probable receipts		7,900
	£.	50,781"

443. Sir *R. Bulkeley.*] Why do you put only 9,000*l.* for passenger traffic, when your own return gives a considerably larger sum?—I believe it will be found that the Government boats did not receive more than 9,000*l.*

444. Mr. *Hamilton.*] Though you speak of that as an estimate, are you enabled to state the data upon which you have founded your impression that you are pretty near the fact?—My impression is founded upon my own experience, and knowing the manner in which the service was performed by those vessels, and knowing somewhat of those vessels themselves; from that experience, it could not be less than the figures I have stated, 58,681*l.*

445. *Chairman.*] Is the whole of the postal service now carried on through Holyhead?—The whole of the postal service, I understand, is carried through Holyhead; the other establishments are done away with.

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446. What sum does it cost the Government?—I understand it merely costs the Government the contract price of 25,000 *l.* a year; if the Committee would like to have this estimate of mine checked by experienced men, Captain Hirste will be fully able to do it when he comes before the Committee.

447. Do you think the diminished efficiency has borne a proportion to the diminished charge in the present mode in which the service is performed under the existing contract?—I must suppose that the company now working the contract have endeavoured by every means to economise their work; I think that they must do, from the payment made to them; it is all that they can do to make both ends meet.

448. Sir *R. Bulkeley.*] By your statement, it appears that the Chester and Holyhead Railway Company keep now three boats for two despatches across the Channel six days in the week?—Yes.

449. Do you think, therefore, that the establishment of the City of Dublin Company, who have the same number of boats, and take four despatches, can be even safe to the public?—I would not myself run the risk of performing the two voyages daily each way with only three boats; I do not think it would be safe; I do not think it would be fair; because I cannot conceive that boats running as they must run can be kept in proper order, so as to be safe, without more relief than three boats, which they have for doing the passage each way daily.

450. Are your boats submitted to any Government inspection?—Only to the Board of Trade inspection every half-year.

451. *Chairman.*] With reference to the transmission of troops, do you consider, if such boats as you would propose were employed, they would afford very great facilities in moving troops either to or from Ireland in a case of national emergency?—There can be no doubt such boats would be available upon emergencies for removing troops; these boats would convey a whole regiment at a time, which the present boats could not do.

452. Supposing such an emergency to arise unexpectedly, would there not be at the present time very great difficulty in performing the sea-part of the service, in case it were necessary to transport troops either way, in large masses, in a short space of time?—Considering that the Chester and Holyhead Company's boats and the City of Dublin Company's boats are fully engaged in the performance of their present work, there would be difficulty in collecting at Holyhead a sufficient number of boats to convey any large number of troops upon a sudden emergency.

453. The present boats can convey but few horses, I suppose?—But a very few.

454. Mr. *Tollemache.*] Could the present harbour of Kingstown be made capable of receiving these large vessels, supposing the arrangements were carried out in the best possible way?—I think so; I think the harbour might be made capable of receiving those large vessels by proper arrangements.

455. And giving them sufficient accommodation?—And giving them sufficient accommodation; but I am under the impression that it will be found necessary to throw a breakwater across the entrance to that harbour some day or other. I consider it hardly safe to have that crowded harbour so exposed as it is to the north-east.

Veneris, 3° *die Junii*, 1853.

MEMBERS PRESENT.

Mr. H. Herbert.	Mr. Fox.
Mr. Tollemache.	Lord Naas.
Mr. Vance.	Capt. Duncombe.
Sir Richard Bulkeley.	Mr. Hamilton.
Lord Alfred Hervey.	

HENRY ARTHUR HERBERT, Esq., IN THE CHAIR.

Captain *Thomas Hirste*, called in; and Examined.

456. *Chairman.*] HAVE you had extensive experience in the Channel navigation, especially between Holyhead and Kingston?—I have, for many years.

457. What appointment do you hold at Holyhead?—I am superintendent of the Chester and Holyhead Company's packet service.

458. How long have you been on that station?—Since 2 April 1850.

459. Have you had much experience on the nature of the passage between Holyhead and Kingston before as well as since your present appointment?—I have; spread over 14 years, or thereabouts.

460. You have had considerable experience in steam navigation generally, have you not?—I have, in almost all parts of the kingdom, and on foreign stations, as well as at home. I gave evidence before a Select Committee of this House on the same subject in 1850, June 14th.

461. Are you well acquainted with the Irish Channel generally?—I think I am as well as the generality of nautical men.

462. Will you give us the names of your Company's vessels?—The "Anglia," "Scotia," "Cambria," and "Hibernia."

463. Will you state the tonnage of your vessels, if you please?—The register tonnage of the "Anglia" is 254$\frac{4}{10}$, and the engine-room, 219, making a total of 473$\frac{4}{10}$; the "Cambria" is 327, engine-room, 208, total, 535; the "Hibernia," 369$\frac{74}{100}$, the engine-room, 204, total, 573$\frac{75}{100}$; the "Scotia" is 262$\frac{3}{10}$, the engine-room, 217, and the total, 479$\frac{3}{10}$.

464. Mr. *Fox.*] Will you give us the horse power?—The "Anglia" is 350 nominal horse power; the "Cambria," also 350; the "Hibernia," 370; and the "Scotia" is 400.

465. Can you give us the effective power of those vessels?—This will depend upon the grade of expansion, pressure of steam, &c. The "Anglia" has worked up to 916·6 horse power, with pressure 12·2 pounds; vacuum 12·55; strokes per minute 25. The other vessels are capable of giving similar results, according to their power. Perhaps the Committee will allow me to hand in a return, showing the performances of this company's vessels under certain circumstances.

[*The Witness handed in the following Table:*]

for the undermentioned Periods.

NAME of BOAT.	DATE.	Number of Trips of 63 Miles.	Time of Passage. Longest.	Shortest.	Average.	Avarage Rate of Speed, Statute Miles.	Weight on Safety Valves. Greatest.	Least.	Proportion of Steam in Cylinder.	Coal Consumed, including getting up Steam, and while lying at Holyhead, at per Trip of 63 Miles.	Order under which each Vessel was directed to use the Elements of Time, Pressure, and Expansion.	Remarks.
			H. M.	H. M.	H. M.					*Tons. Cwts. Lbs.*		
Anglia	1 April to 30 June 1850	81	4 58	3 54	4 25	14 31	17·4	10·2	- - $\frac{3}{5}$ $\frac{1}{3}$ - -	10 6 47	Time, a minimum; pressure, a minimum; expansion, maximum.	
	1 July to 30 Sept. - 1850	77	5 59	4 15	4 31	13·95	17·4	12·2	- $\frac{1}{2}$ $\frac{4}{9}$ $\frac{3}{5}$ -	11 10 100	Time, a constant; pressure, maximum; expansion, a constant.	
	1 Oct. to 31 Dec. - 1850	94	7 20	4 17	4 44	13·33	17·4	12·2	- $\frac{1}{2}$ $\frac{4}{9}$ $\frac{3}{5}$ -	12 12 37	Time, a maximum; pressure, a maximum; expansion, a constant, according to wind, tide, &c.	
Cambria	1 April to 30 June - 1850	74	4 42	4 2	4 21	14·48	12·	12·	- $\frac{1}{3}$ $\frac{1}{3}$ full -	10 10 89	Time, a minimum; pressure, a maximum; expansion, a maximum.	
	1 July to 30 Sept. - 1850	27	4 56	4 20	4 40	13·50	12·	12·	- - $\frac{1}{3}$ - -	10 4 49	Time, a maximum; expansion, minimum; pressure, a constant.	
	1 Oct. to 31 Dec. - 1850	38	6 28	4 16	4 34	13·79	12·	12·	- - $\frac{1}{2}$ $\frac{2}{3}$ - -	13 7 111	Time, a constant; pressure, a constant; expansion, variable, according to the elements wind & tide.	
Scotia	1 April to 30 June - 1850	1	4 31	4 31	4 31	13·95	10 $\frac{3}{4}$	10 $\frac{3}{4}$	- - $\frac{5}{9}$ - -	12 0 0	- - Time, pressure, expansion, a minimum.	
	1 July to 30 Sept. - 1850	58	5 0	3 39	4 39	13·54	10 $\frac{3}{4}$	10 $\frac{3}{4}$	- $\frac{11}{18}$ $\frac{4}{9}$ $\frac{5}{9}$ full -	12 12 45	Time, a maximum; expansion, a maximum; pressure, a constant.	
	1 Oct. to 31 Dec. - 1850	22	5 10	4 16	4 38	13·59	16·6	10 $\frac{3}{4}$	- $\frac{4}{9}$ $\frac{5}{9}$ $\frac{11}{18}$ -	15 15 50	Time, a constant; pressure, maximum; expansion, various grades, to suit wind and tides.	
Hibernia	- Not running.	—	—	—	—	—	—	—	—	—	—	

Thomas Hirste, Superintendent of the Company's Service.

466. *Chairman.*] Are those four boats all employed at present?—They are employed partially, relieving each other alternately.

467. On the one passage?—On the one passage.

468. State the number of berths, and the general accommodation in them?—There are no berths, we have only sofas. None of the vessels are supplied with other means of sleeping, except one belonging to the City of Dublin Company. The "Scotia" has 20 sofas and berths in her cabin, and accommodation for lying down for 10 more, making 30, and lying down room for about 20 ladies.

469. Mr. *Fox.*] Has she a deck-house?—She has; with the concurrence of the directors, I put deck-houses upon three of the company's vessels, capable of containing 50 passengers each.

470. *Chairman.*] Do you think that those deck-houses add considerably to the convenience of the passengers?—Most decidedly so, judging from what I hear from the passengers themselves.

471. Mr. *Vance.*] Do you think that the erection of those deck-houses is attended with any danger in a gale of wind?—None whatever; they have been tested for 12 months in heavy gales.

472. *Chairman.*] Is there an equal accommodation in the other boats?—The "Cambria" has more. In addition to the cabin for 50 passengers, she has two private cabins in the deck-house adapted for families of four persons each, all well lighted and ventilated. "Cambria" has more deck-room than the other vessels.

473. What is the total accommodation in the shape of lying room for first-class passengers?—We could accommodate with room to lay down about 50 persons in the deck-house, saloon, and ladies cabin.

474. How many, do you think, including first-class passengers, would have lying-down accommodation?—I should think we could accommodate 50 lying down, ladies and gentlemen.

475. That is, provided they are content to lie on the floor?—They prefer it. "Hibernia," could accommodate about 10. "Cambria" about five more than the other vessels, lying down.

476. Is not the ladies' cabin very small for 30 persons lying down?—I should think the average of these cabins are 20 by 26 feet, and extend from side to side of the vessels.

477. Mr. *Fox.*] You would allow no room for walking about?—No.

478. *Chairman.*] You could not walk about without trampling on the passengers?—The stewardess is generally the only person moving about, and she has to pick her way. Passengers do not select the cabin for a promenade, or for walking in, but the deck, if well enough.

479. Among the bodies of those ladies who prefer lying on the floor?—Just so.

480. You would hardly call that very comfortable accommodation?—I have had many years' experience in passenger steam-vessels, and in short, passages like this, have found that ladies generally prefer lying on the floor, rather than balance themselves on sofas and in berths. I have had as much experience in steam-boats as most people, and speak from what I believe to be the fact.

481. Sir *R. Bulkeley.*] Do not these deck-houses, to which you have referred, interfere with free circulation on deck?—Every second panel is a Venetian blind, and open for ventilation, and there are four doors for entrance, &c.

482. Have your vessels poop decks?—No; flush decks.

483. Do they not interfere with walking on the deck?—There is a large open space abaft the house, of 12 or 15 feet, the whole breadth of the ship. There is a space varying from five to seven feet between the bulwarks and the house. There is, in addition to that, a large space of 30 or 35 feet between the fore-part of the deck-house and the paddle-shafts.

484. Mr. *Fox.*] These deck-houses enclose the companion ladder, do they not?—They enclose the companion ladder.

485. Sir *R. Bulkeley.*] You have one despatched for Holyhead daily?—Yes.

486. And you have four boats?—Yes.

487. You do not employ all your boats in turns, do you; how many boats do you employ at a time?—One in the express traffic, and two in goods trade, with occasional excursion and special vessels.

488. How many crews have you for four boats?—Express traffic, two full crews and two partial crews. Goods trade, two full crews, and one partial crew.

489. You work one boat?—Yes; for express trains.

490. How long do you work her?—The express vessels, week and week about.

491. She takes the express at six in the evening; and when does she arrive at Kingstown?—From about a quarter to half-past 10.

492. When does she come away again?—About half-past nine the following morning.

493. And she is in at half-past one?—About half-past one.

494. And comes away again at six?—And leaves again about six.

495. Where do you coal her?—On her arrival at Holyhead.

496. Supposing she arrives at half-past one, how long is it before she is in a fit state to begin coaling?—I should think at the utmost 20 to 30 minutes.

497. What time do you take for that?—I have the vessels coaled by contract, and the contractor is subject to a fine of 10*s.* for every 15 minutes over the time stipulated, which is an hour and a half.

498. You allow three hours before she starts?—The train is due at half-past five, but is seldom down at that time; we allow half an hour for the embarkation of passengers and their luggage.

499. She goes to sea at six?—Sometimes near seven, in summer, when the trains are heavy.

500. During that time you have to coal her and ventilate her, and prepare for your passengers?—For coaling, one hour and a half, for ventilation and cleaning ship, four hours and a half.

501. Then she arrives at Kingstown at half-past 10?—About half-past 10.

502. And she leaves at half-past nine the following morning?—Yes.

503. Does she undergo any cleaning?—Yes; the crew are out at between five and six, the vessel washed down, and ventilation going on for at least nine hours.

504. Mr. *Fox.*] How many boilers have you?—The "Scotia" and the "Anglia" have two, the "Cambria" four, and the "Hibernia" two.

505. How often are the boilers cleaned?—The tubes in the running vessel are cleaned three times a week.

506. Sir *R. Bulkeley.*] Do you not think the ship would be cleaner if you run her three days and three days, as you have four vessels, instead of six days and six days?—With proper attention on the part of the officers, I see no difficulty in the vessels being fully cleaned and ventilated in time; it is my duty to see that they are so kept, and I know of no complaints to the contrary.

507. Mr. *Fox.*] Do you let the fires out?—We do what we call bank them at Kingstown, and at Holyhead also.

508. At what temperature do you keep the water during that time?—I should think about 100°.

509. *Chairman.*] Have you turned your attention to any scheme for placing larger vessels on the station, so as to make the passage in less time than is now occupied?—During the last six months, I have heard a number of schemes spoken of.

510. Have you turned your attention to any particular one?—I have formed an opinion as to the class of vessels which might be adopted, assuming that it is found desirable to have a different class of vessels from those now employed by the Chester and Holyhead Company.

511. Can you give to the Committee any notion on the subject of the kind of vessel you would propose?—One class of vessels has been proposed 400 feet long, and the details, so far as known, were sent to me by our directors, with orders to make out an estimate of working charges, and report upon generally, which I have done.

512. Have you formed any estimate as to the first cost, and the working charges, of one of these vessels, proposed to make the passage in two-and-a-half hours, three hours, and three-and-a-half hours respectively?—I have made an estimate of the vessel 400 feet, said to be capable of making the passage in two-and-a-half hours, which I now hand in, No. 4.

[*The Witness handed in the following Estimate:*]

No. 4.

ESTIMATED COST of Working a Steam Vessel of the following Dimensions:

Length	400 feet.
Beam	40 ,,
Horse power (nominal)	1,600 ,,
Tonnage for dues	1,350 ,,

			£. s. d.
Working expenses, ordinary repairs, dues, &c.			16,439 17 7
Estimated cost of ship and engines, 180,000 *l.*			
Interest on this amount, at 5 per cent.	£. 9,000		
To cover extraordinary repairs, such as new boilers, &c., 1½ per cent.	2,700		
To form sinking fund to meet depreciation, calculating duration of vessel at 12 years, 5 per cent. per annum	9,000		
With interest on accumulating fund, this amount £. 143,268			
Value of ship, end of 12 years	36,732		
	180,000		
Insurance, 5 per cent. per annum	9,000		
			29,700 – –
Total Expense of one vessel for 12 months		£.	46,139 17 7
Or, for four vessels		£	184,559 10 4

513. Mr. *Fox.*] This is for an iron ship, of course?—An iron ship. I formed the estimate on certain details that were sent to me.

514. *Chairman.*] How do you arrive at the 180,000 *l.*?—The figures were sent to me at the time by the directors.

515. You did not make that estimate yourself of the 180,000 *l.*?—I carried out the cost of working the vessel, assuming the first cost to be that. That has reference to Mr. Lang's ship.

516. Have you any other estimate for a vessel to go in three hours?—I have another estimate, which was said to be a proposition of the City of Dublin Steam Packet Company to the London and North Western Railway.

No. 3.

ESTIMATED COST of Working a vessel of larger Dimensions and Power, and calculated to Cost, when new, £. 85,000.

Tonnage for Dues, 900.

			£. s. d.
Working expenses, ordinary repairs, dues, &c.			7,479 9 7
Interest on 85,000 *l.*, at 5 per cent.	£. 4,250		
To cover extraordinary repairs, 1½ per cent.	1,275		
To form a sinking fund to meet depreciation, calculating duration of vessel at 12 years, at 5 per cent. per annum	4,250		
With interest on accumulating fund	£. 67,648		
Value of vessel, end of 12 years	17,352		
	85,000		
Insurance, 5 *l.* per annum	4,250		
			14,025 – –
Total expenses of vessel for 12 months		£.	21,504 9 7
Or, for four vessels		£.	86,017 18 4

517. Is this estimate that you have handed in for the same class of vesels as that spoken of by Admiral Moorsom?—I should think the class of vessel Admiral Moorsom intended would be about 1,200 horse power, and cost 120,000 *l.*

 518. Have

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518. Have you any further estimate that you wish to put in?—I have prepared an estimate of the working charges of the class of vessel I would recommend, of which I have made a model; the same may be inspected by the Committee, at the company's offices, Euston station.

No. 1.

ESTIMATED COST of working a Steam Vessel between *Holyhead* and *Kingstown*, of the following dimensions:

Length for tonnage	275 feet.
Beam	30 „
Draught of water	10 „
Nominal horse-power	550 „
Tonnage for dues	500 „

VESSEL to make One Voyage per day to and from, Seven Days per Week, Six Months running, and Six Months laying up, fully manned.

			£.	s.	d.
General and working stores, and ordinary repairs			4,003	—	11
Wages of officers, crew, engineers, &c.			2,171	—	—
One-fourth cost of establishment at Holyhead and Kingstown, light and harbour dues			435	11	—
			6,609	11	11
Estimated cost of ship and engines, &c., 40,000 *l.*					
Interest on this amount at 5 per cent.	£. 2,000				
To cover extraordinary repairs, such as new boilers, &c., 1½ per cent.	600				
To form a sinking fund to meet the depreciation, calculating duration of vessel 12 years, 5 per cent.	2,000				
With interest on accumulating fund	£. 31,835				
Value of vessel at the end of 12 years	8,165				
	£. 40,000				
Insurance, 5 per cent. per annum	2,000				
			6,600	—	—
Total expense of one vessel for 12 months		£.	13,209	11	11
Or, for four vessels		£.	52,838	7	8

No. 2.

ESTIMATED COST of Working a Vessel of similar Dimensions and Power to the one previously detailed, but calculating first cost of Ship and Engines to be 45,000 *l.*

			£.	s.	d.
Working expenses as before			6,609	11	11
Interest on 45,000 *l.* at 5 per cent.	£. 2,250				
To cover extraordinary repairs, such as new boilers, &c. at 1½ per cent.	675				
To form a sinking fund to meet depreciation, calculating duration of vessel at 12 years, 5 per cent. per annum	2,250				
With interest on accumulating fund	£. 35,817				
Value of vessel at the end of 12 years	9,183				
	£. 45,000				
Insurance, 5 per cent. per annum	2,250				
			7,425	—	—
Total expense of one vessel for 12 months		£.	14,034	11	11
Or, for four vessels		£.	56,138	7	8

There is a difference between the two estimates, in the first cost of the vessels, of 5,000 *l.*

519. In the species of vessel you have referred to on the estimate just given in, what accommodation would be provided for passengers, as compared with the present vessels?—I consider that lying-down accommodation might be had for

for 150 first-class passengers; this includes sofa and berth-room both for ladies and gentlemen.

520. Will you state generally the advantages of these vessels, as regards accommodation and space?—Commercially speaking, this class of vessels could be worked by private parties, backed by a liberal mail contract. I think that working any of the other class of vessels spoken of as yet, without the aid of Government, would be impracticable.

521. Did you make any calculation as regards second-class passengers?—I think about 200 could be sheltered, with sitting room, and we could afford lying-down accommodation for perhaps 80 or 100, but we do not profess to provide lying-down room for second-class passengers.

522. What time do you propose these vessels should take?—I have calculated that the vessel, of which I handed in the Estimates Nos. 1 and 2, would make the passage in less than three hours, and might average three hours and a quarter to three hours and a half, all the year round with ease. I am borne out in this opinion by some of the most eminent engineers in the kingdom.

523. That average is not much higher than the present average?—Yes, nearly an hour.

524. Sir *R. Bulkeley.*] What is the length of your present vessels?—They are about 197 feet keel and fore-rake.

525. What would be the length of the vessels you propose?—Three hundred and four feet nine inches.

526. What are the present vessels in length?—One hundred and ninety-seven for tonnage, and 330 over all.

527. *Chairman.*] Are you of opinion that such a class of vessel would work upon that station with safety and regularity as to time?—I think the present vessels are much more desirable, as far as facility in navigation is concerned, and that the others would be attended with very considerable risk in a crowded thoroughfare, as that between Holyhead and Kingstown, with rapid tides and heavy seas.

528. Mr. *Fox.*] Would that be so in the day-time?—At any time, as the neighbourhood of Holyhead is often enveloped in fog. I should think that, on an average, as many as 40 or 50 vessels pass Holyhead in one day, many of these laying-to in thick or hazy weather.

529. Mr. *Vance.*] Could not the speed be lessened in the vicinity of land?—Then you forego the advantages of large power, and render them still more unmanageable by going slow than if at full speed, as regards avoiding collision.

530. *Chairman.*] You would prefer remaining as you are?—I think that increasing the speed is very desirable, but then it should go hand in hand with tolerable safety, in working steam-vessels upon such a station.

531. Did you ever know any scheme for improvement, either as regards railway or steam packet travelling, that practical men had not been found to prophecy difficulty and danger, and even impossibility?—If your question has reference to the Great Britain, probably I may have heard of it. It is the only instance, that I am aware of, that practical as well as scientific men have not proved themselves prophets exactly.

532. Sir *R. Bulkeley.*] I believe you have never had an accident with your vessels in running down or being run down?—We have not had an accident in the Channel; the mail boats have; I think it possible to work a vessel with the dimensions I have given, but I should prefer, as a practical man, working them 100 feet shorter upon this station.

533. Are you aware that Mr. Stephenson, the engineer, was laughed at for prophecying that locomotives could go 10 miles an hour on railways?—I have heard of it, but do not see its application in the present inquiry.

534. Sir *R. Bulkeley.*] If your passage were made in the day, there would not be much difficulty in working a ship of the diminsions you propose?—Fogs are not confined to night alone.

535. You slack the engines during a fog now?—We do, but with short vessels we can reeve about among others with greater facility than vessels of 300 or 400 feet.

536. You seldom have much wind at Holyhead during a fog?—We often have very hazy weather, in which objects cannot be seen half a mile, with a good deal of wind at the same time.

537. Mr. *Fox.*] In your opinion, your power is less in proportion to your

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size than the power of the "Scotia"?—It is a well known fact, that length will give the advantage of having much finer lines.

538. There is considerable difference in the power?—In all similar cases it is a matter of opinion as to the speed to be realised, and it is mine that the vessel I propose would realise the speed named in reply to Question 522.

539. On an average of the sea?—I think it is scarcely fair, in such a passage as this, to include for average passages, when you are obliged to slacken speed; they do not show the vessel's capability.

540. Mr. *Vance.*] Do you think they run as serious risk of collision in navigating these small vessels as they formerly did across the Channel, in three and a quarter hours?—I am not aware that any of the vessels made the passage in that time.

541. It has been stated that the Chester and Holyhead Company's vessels have done it in 3 hours 24 minutes?—Those passages have been made under exceedingly favourable circumstances of tide; perfectly clear weather, and smooth water, no doubt. They form but a few of the whole passages made.

542. The question is, do you think there would be any serious risk of collision by making the passages as rapidly as that?—If made in a fog, I think that any vessel would make the passage with considerable risk under such circumstances.

543. You think that there is much greater risk of collision by attempting that passage with the larger vessels you describe, than if it was done with a small vessel?—I speak strictly with reference to the great length of the vessel, and the impossibility of her reeving about among a number of vessels quickly. Suppose the case of a vessel 400 feet, coming out clear of the Head on a hazy night, and crossing the course of vessels coming up the Channel, bound to Liverpool or elsewhere, which often run up in thick weather to off Holyhead, and heave-to. These vessels lying in such a position are perfectly unmanagable as respects getting out of the way of a steamer; suppose a steamer of 400 feet makes one of these vessels right ahead, in time to starboard the helm and clear her, she has scarcely done so before another is reported right ahead, which it is, perhaps, necessary to port her helm to clear, it is utterly impossible that a vessel of this length, and going at the rate of 25 miles an hour, can avoid collisions occasionally.

544. My question was, as to the length of your own vessels as compared with these; do you think there would be much more danger than in the small vessels you are using?—I think the danger increases in proportion to the length.

545. Sir *R. Bulkeley.*] Could you not slacken her engines under these circumstances, as it is not always that you have a dense fog?—The average would be about four months out of the twelve that they would have that state of the weather about Holyhead.

546. As to second-class passengers on board your vessels, what accommodation exists at present?—We have very good second-class cabins.

547. How many would they hold?—I should think 70.

548. You have only two fares, I believe?—Only two; first and second.

549. In bad weather, all the second-class passengers are obliged for protection to go into their cabins?—All make use of the cabins.

550. Which will accommodate 70?—About 70 sittings.

Mr. *William Watson*, called in, and Examined.

Mr. *W. Watson.*

551. *Chairman.*] ARE you Managing Director of the City of Dublin Steam Packet Company?—I am one of the managing directors.

552. Has that company the Government contract for conveying the mails between Holyhead and Kingstown?—We have had it now for the last three years, that is, since the Admiralty boats were discontinued.

553. How long is your contract for?—Ten years.

554. What is the time allowed by that contract for the passage?—Four hours and 40 minutes is the average, with a stipulation that if the time exceeds five hours, including the delivery of the mails at the railway station, the Admiralty may inflict a penalty, and that is stated in the contract. The average speed is 12 knots an hour.

555. Mr. *Fox.*] Does it contain also the stipulation that the penalty is not to be

be inflicted in consequence of any circumstances over which the company has no control?—Clearly so.

556. *Chairman.*] Have you any returns showing the arrivals of the mail boats at Holyhead and Kingstown?—I have not; I have the Parliamentary Return of the length of time occupied on the passage, on the average for 21 months.

557. Do not your company keep a return of the arrivals and departures?—We do, and I can supply it to the Committee on a subsequent occasion.

558. Is the time allowed by the contract always kept?—I consider so, on the average; of course there are many passages which greatly exceed the time, owing to bad weather: for instance, this last winter we have had some passages amounting to nine hours.

559. Lord *Naas.*] What is your average speed?—Twelve knots an hour.

560. Do you exceed it?—We do not exceed it; in proof of which I may hand in a return prepared by Captain Skinner, the superintendent of the Admiralty at Holyhead, to the 1st of February 1852, and from the commencement of our contract to that day it appears that we made 2,567 passages, and that the averages of all the boats together, is a fraction under four hours and 40 minutes.

561. *Chairman.*] When you speak of an average, do you mean an average of each individual boat?—The average of the boats is stated in the return separately also.

562. Do you find in that average that each boat separately has not exceeded it?—Some have exceeded it.

563. Have any come within it?—Considerably; the average of the Prince Arthur on 269 passages, was 4 hours and 25 minutes.

564. Mr. *Fox.*] Could she have gone faster?—She could have done so.

565. *Chairman.*] What is the contract time?—An average speed of 12 knots an hour, which is exactly 4 hours and 40 minutes to make the passage.

566. How many vessels do you keep for the two passages each way?—Four; present we are working with three, as the "St. Columba" is at Liverpool getting in her new boilers. Under our tender we are bound to supply three boats and a reserve. The conditions say, "The contractors are to undertake to convey Her Majesty's mails and despatches twice a day, between Holyhead and Kingstown, at an average speed of not less than 12 knots an hour, and are to provide for that purpose not less than three proper and efficient steamers for ordinary use, and not less than one vessel to be kept in reserve." On those conditions we tendered, and have maintained the service for three years.

567. Supposing that the reserved vessel were required, could she be got ready at a moment's notice?—No; but we could supply another vessel.

568. Sir *R. Bulkeley.*] You run four despatches across the Channel with two boats?—Practically we do, relieving them with a third boat, and a reserve in addition.

569. You have precisely the same number of boats for carrying four despatches across the Channel as the Chester and Holyhead Railway Company have for carrying two?—I believe that is the case; but one of their boats has been working the cargo line for the last five or six months.

570. Which is your reserved boat?—The "St. Columba."

571. What do you call the "Eblana"?—One of the three boats.

572. Have you a reserve at Holyhead?—Yes.

573. You have always four boats, either at Kingstown or Holyhead?—Practically we have, including that boat that we consider a reserve, in case of an emergency.

574. Your reserved boat never plies between Kingstown and Liverpool, or Liverpool and any other port?—We have occasionally worked the "Eblana," but not for the last 18 months.

575. None of the boats included in the contract for the conveyance of the mails are employed for any other service?—None for, I should say, the last 18 months.

576. *Chairman.*] Is the "Eblana" capable of going the averag espeed?—It appears so; from this return her average of 661 passages was 4 hours and 39 minutes.

577. Have you placed any new boat on since the commencement of the contract?—We built the "Prince Arthur" for the contract.

578. Is that larger or smaller than those to which the contract refers?—Smaller; she is a boat of 550 tons burthen and 220 nominal horse power.

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579. Does she perform the average?—Much under; she comes up to the same speed as the "Llewellyn," if worked at the same pressure.

580. If she is a smaller boat, does not that necessarily entail a certain amount of discomfort upon the passengers?—I think her accommodation is about the same as the "Llewellyn," although she is above 100 tons smaller. We took particular care to give the passengers more room than in the boats first built, and I think her saloon is quite as large as the "Llewellyn;" we have a poop on her, so that, if necessary, we could give much increased accommodation to the passengers.

581. Have you had the sanction of the Admiralty for putting on a smaller boat?—Yes, they passed her at once, without the least difficulty, and she has performed the work very satisfactorily. There was no condition in the contract as to the size or power of any boat.

582. Will you state what is the accommodation for passengers on board the "Prince Arthur"?—I suppose that in the saloon we could take about 30, lying down on sofas, and she has two small cabins fitted up with sleeping berths for the accommodation of about eight or nine, and she has a ladies' cabin in addition, which would accommodate from 20 to 30.

583. Mr. *Fox.*] Do you mean lying on the floor?— No, on sofas.

584. Lord *Naas.*] Is there any accommodation for second-class passengers?—Yes, in the fore cabin.

585. For how many?—About 50 may sit with ease in that cabin.

586. Sir *R. Bulkeley.*] What do they pay for their passage?—Eight shillings is the second-class fare, if they travel merely between Holyhead and Kingstown; but passengers generally take the through rates, including the railway fare.

587. The second class fare being 8*s.*, does that entitle a man to more than sitting room?—That is all.

588. Lord *Naas.*] You have stated that the average speed of the "Eblana" was 4 hours 39 minutes; does that include the arrival and starting?—No, it is merely the passage across the Channel from pier-head to pier-head; that is, from the light-house to the pier-head at Kingstown, to the light-house of the pier at Holyhead; there is some delay in going alongside.

589. Where your contract speaks of average speed, does that mean from pier-head to pier-head?—From pier-head to pier-head.

590. Mr. *Fox.*] Do you consider the speed stated in the contract to mean through the water?—Certainly; practically it is not taken in that way, because the long passages are taken into account. During the last month the "Prince Arthur" had a collision and was disabled; she was consequently taken into tow; and that passage of 12 hours is calculated in the average, so that a pure accident was charged against us.

591. Sir *R. Bulkeley.*] Do you always save your time with the railway?—Almost invariably.

592. Does the railway wait for you now?—I think they wait a little; since we have been booking through, I apprehend they have not acted as they formerly did, for sometimes the train has started even when we were disembarking the mails, whilst the clock was striking.

593. Lord *Naas.*] Do you hold that these words in the contract, "an average speed of not less than 12 knots an hour, to convey Her Majesty's mails from Holyhead to Kingstown," means from pier-head to pier-head, and not from the point of departure to the point of arrival?—I think so.

594. So with reference to the account you have given in, the passage is longer by the distance between the wharf at Kingstown, and the pier-head, by the time you have stated?—Clearly so, the vessel being unable to go full speed; it meets with a great many obstacles, and that has never been taken into account.

595. Mr. *Tollemache.*] What is the distance from pier-head to pier-head?—Fifty-six knots or nautical miles.

596. You say that the "Prince Arthur" has accommodation for 30 in the gentlemen's cabin, and 30 in the ladies' cabin?—From 20 to 30 in the ladies' cabin; there is more accommodation for ladies, because the backs of the seats may be raised up, to give extra lying down space.

597. And you have accommodation for 50 second-class passengers?—Sitting on benches.

598. What is the average passage of the "Prince Arthur"?—Four hours and 25 minutes, which I believe she has maintained for the last 15 months.

599. Lord *Naas.*] Could the company make a faster average if they chose?—Certainly,

Certainly, with the "Llewellyn" and "Prince Albert." I don't think that the "St. Columba" or "Eblana" can go much faster. The "St. Columba" may possibly go faster with her new boilers. Last year her average was 4 hours and 51 minutes, but her engines are considerably heavier than the others. I may state, in addition, that since this Parliamentary Return has been printed we have made 1,820 passages, and that the average has been 4 hours 38 minutes up to the 1st May last, completing the three years of our contract. In the three years of our contract we have made 4,387 passages across the Channel, at the average of something under 4 hours and 40 minutes, a minute or so under.

600. Sir *R. Bulkeley.*] Will you have the kindness to explain how you work the contract; you keep practically two vessels at work?—We have two running across the Channel a certain number of days.

601. You have a despatch at 2 a.m., have you not?—From Holyhead. The proper time is one o'clock.

602. When does that arrive at Kingstown?—In time for the six o'clock train.

603. What time is she due at Kingstown?—She ought to run across in 4 hours 40 minutes.

604. When does the vessel come away again?—She leaves with the one o'clock mail.

605. And when does she arrive at Holyhead?—In time to send on the mails by the seven o'clock train to London.

606. When does that vessel go to sea again?—She will go to sea again at one o'clock the following morning, with the first mail from Holyhead.

607. She arrives at one o'clock, leaves at six, and goes to sea again at one?—Yes; that gives her five hours at Holyhead.

608. She arrives at Kingstown at six in the morning, and goes to sea again at one o'clock?—Yes.

609. That gives her seven hours?—Yes.

610. That is the only time you have for cleaning the vessel?—Just so.

611. Where do you coal her?—At Holyhead.

612. Between the time she arrives and one o'clock?—Yes.

613. What persons do you employ to coal her?—Labourers.

614. The only time they have is from six in the morning till one, when she goes to sea again?—Precisely so; that gives ample time for the men to rest there.

615. That is the only time the men have to rest?—They have two periods of rest in the 24 hours.

616. You are probably an hour discharging passengers?—The passengers would leave probably in 10 minutes, and she is alongside the whole time.

617. Are the crew at liberty in an hour from the time the vessel arrives at Holyhead?—They have to clean the vessel. They would not have an opportunity of resting under the hour.

618. How long must they be on board before the vessel goes to sea again?—One hour.

619. They are at liberty from 7 to 12?—They rest on their passage also. They divide themselves into two watches.

620. What crew have you?—The captain, three officers whom we call mates, the carpenter, and eight or nine seamen, and those in the engineers' department.

621. The only time which the crew have at their disposal is in going across, and also from 7 o'clock in the evening to 12 o'clock at night?—And they have another rest at Kingstown Harbour, making two rests in the day.

622. The vessel arrives at 6 o'clock, and goes to sea again at 1?—Yes.

623. During which time they have to clean the ship?—Yes, but not to coal her.

624. Do you consider that the ship can be kept clean and sweet and properly ventilated in that time?—I have not the slightest doubt of it.

625. You think your ships are properly ventilated and cleaned?—I have no doubt of it, or I should hear constant complaints.

626. How long do you run your vessels?—Eight days.

627. It has been stated that the "Prince Arthur" made 28 consecutive trips in 14 days?—Sometimes that might happen.

628. Could the ship, in your opinion, be kept clean and fitted for the use of passengers paying 15*s.* for their passage?—There is not the slightest doubt of it, even for 12 months.

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629. The "Llewellyn" made 30 trips in 15 days?—Yes.

630. Your opinion is that she was in a fit state to receive first-class passengers?—No doubt of it.

631. "The Eblana" made 182 trips in 120 consecutive days; could her boilers be kept in order?—No doubt of it.

632. Does it not happen that a ship which arrives at Holyhead at 1 leaves again at 6?—It does so happen.

633. During that time does she not undergo any cleaning?—She does.

634. Between 1 or 2 o'clock and 6?—Whatever is necessary is done to her.

635. Mr. *Fox.*] Do the stokers sweep the flues and clean the boilers?—No, sweeps are employed at Holyhead.

636. Sir *R. Bulkeley.*] When you ran those vessels, we will say 28 trips, across the Channel in 14 days, do you consider that the crew, with the rest they have, are sufficiently alive to their duties?—Perfectly so.

637. And therefore maintain the service without any help?—Yes.

638. *Chairman.*] You state that you were under a penalty to the Admiralty in the event of the time being exceeded?—If we exceed five hours in delivery of the mails at the railway station we are liable to a penalty, unless we can show it arose from circumstances not within our own control.

639. Have you ever had to pay any penalty?—Never, nor have we even been asked for it.

640. Do you ever exceed the time of five hours?—Frequently.

641. Is an inquiry demanded every time you exceed the limit?—I think we have had but one inquiry since we commenced the contract. The journals speak for themselves, and it appears on the face of the journals that it was owing to the weather.

642. Mr. *Fox.*] That is the form of contract always entered into for carrying the mails?—I believe so.

643. Did you ever know anybody fined for the non-performance of any contract?—I do not happen to know of any instance.

644. Sir *R. Bulkeley.*] Have you any objection to state the value of the "Prince Arthur"?—£.23,000.

645. Have you any objection to state what you purchased the Government vessels at?—£.18,000. each.

646. Have you any idea what they cost to the Government?—The "Llewellyn" cost 38,928*l.*, and the "St. Columba" 34,937*l.*

647. You bought them the first, not after they were built, at a depreciation of 50 per cent.?—As near as possible.

648. There was a difference, I believe, of 5,000*l.* between the tender of the Chester and Holyhead Railway and your own?—I think so; we had stated our unwillingness to purchase the vessels if it could be done without them. We should have preferred working such vessels as the "Prince Arthur," which might have been worked more economically and quite as efficiently.

649. Mr. *Fox.*] I believe you very rarely work the "Llewellyn" at full power?—We never do; we always reduce the pressure.

650. What is it with regard to the "St. Columba"?—She has not more speed than is necessary.

651. The "Prince Arthur"?—We do not work her at full power.

652. The "Eblana"?—We do.

653. As far as regards the "Llewellyn" and "Prince Arthur," are they with the least power?—Exactly so.

654. Sir *R. Bulkeley.*] Do you carry horses over?—We do.

655. *Chairman.*] Supposing it were necessary to convey any number of troops, the accommodation in these vessels would not be adapted to that purpose?—It would not.

656. Or any number of horses?—The vessels could be fitted up for horses; the "Eblana" could only take about eight at present. She could be fitted up at a short notice, but I do not think that the other vessels are well adapted to that traffic.

657. Mr. *Fox.*] In endeavouring to keep up your contract of 4 hours 40 minutes, taking the article of coals, which vessel, the "Eblana" or the "Llewellyn," is the most expensive?—I do not think there is much difference between them; but the "Prince Arthur" is considerably under the three others.

658. Sir

658. Sir *R. Bulkeley.*] Have you any account as to the number of passengers you take?—We do not keep any accounts, but it is easily ascertained from the books at the clearing-house, as nearly all the passengers are booked there by railway.

659. Mr. *Hamilton.*] Cannot you estimate the number of passengers from the receipts of money?—Not easily, the rates differ so much.

660. Mr. *Fox.*] What do you think is the largest number you have taken?—Perhaps 50 or 60. Our two mails may be said to be night passages, and therefore not so convenient for passengers.

661. The "Eblana," you say, has more accommodation for passengers; for how many?—I think about 100.

662. Sir *R. Bulkeley.*] Have you the power of determining the contract you have entered into with the Government?—I think not, without forfeiting a sum of money.

663. Mr. *Vance.*] On the Liverpool and Kingstown line you have accommodation for second-class passengers to lie down?—We do not propose to carry second-class passengers in those vessels; we do in the cargo vessels.

664. Mr. *Hamilton.*] Have you any objection to state the amount of proceeds derived from the passenger traffic?—I have no objection to state it; it can be easily ascertained.

665. Is the number of passengers increasing?—The revenue is increasing, and of course the traffic must be increasing considerably, because we convey passengers on through routes at very much reduced fares. The rates we took up from the Admiralty were 12 *s.* for first-class passengers, and 12 *s.* is the maximum now that we receive from any passenger. A first-class passenger to London pays us 12 *s.* out of 3 *l.*; but the majority of passengers take return tickets, or travel in the second class, and then we get considerably less. Our traffic does not produce us, on an average, more than 8 *s.* per passenger instead of 12 *s.*

666. Sir *R. Bulkeley.*] Shou'd Government contemplate any other arrangement, would the Dublin Steam Packet Company be unwilling to give up the contract?—They would be unwilling to give it up.

667. Mr. *Vance.*] Have you ever heard of a collection being made on board among the pessengers to purchase coal, in order that the passage might be more speedily accomplished?—I heard it once from Captain Huish, but I thought it was a joke, as it was of no consequence what quantity of coal was purchased; they could not be burnt except to waste.

668. You think that such an occurrence did not take place on any of your vessels?—I have no doubt that it did not; if it did, it was by way of a joke.

669. Mr. *Tollemache.*] Fuel is economized?—By reducing the pressure on the boilers; but no instructions have been given to our engineers to save the coals.

670. Lord *Naas.*] Do you say that if it were requisite you could not go faster with these vessels?—We could with the "Llwellyn" and "Prince Arthur."

671. Mr. *Fox.*] And then only if the directors choose to increase weight?—Just so.

672. *Chairman.*] You stated just now you would not like to give up your contract?—Yes.

673. Did you direct your secretary to write to Sir Charles Trevelyan, stating that the payment you received for the service performed was totally inadequate?—We did.

674. When was that?—In January last.

675. Would you have any objections to state the reasons which induce you to be so anxious to keep a contract which you say is paid for inadequately?—I have not the least objection to state the reasons. A contract may be paid for inadequately, and may yet be profitable, though not sufficiently profitable, and I do not consider this is so; besides which, there are other reasons why we wish to preserve the contract. In the hands of other parties, I have no hesitation in saying, that the sum we receive would not pay for the service, but having certain advantages connected with our large establishment at Liverpool, we consider that we can execute the service upon more economical terms than any more independent party, and that we stated in our original tender to the following effect: "I may here observe that one of the inducements to make the present tender is, the facility with which the heavy and frequent repairs of the packets of the Holy-

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head line may be carried on conjointly with those of the other vessels of the company."

676. Did you not state, in your evidence in 1850, that you also had in view the protection of your line to Liverpool?—Yes.

677. That reason exists still?—It is an object with us, of course.

678. Would you not be afraid, if it got into other hands, that they, doing it more efficiently than it is done at present, would injure your Liverpool traffic?—The more efficiently the Holyhead line is done, the more it will injure our Liverpool traffic; and we have been ourselves parties to injuring our Liverpool traffic. We have made suggestions with the view of improving the intercourse by Holyhead, two of which have been adopted, and which have tended very materially to the injury of our Liverpool traffic.

679. Mr. *Vance.*] Have you had from time to time considerable opposition on the Liverpool and Dublin line?—Yes.

680. From the St. George's Company?—Yes.

681. That competition was very ruinous to them, was it not?—They were wound up very soon afterwards.

682. At a great loss?—Yes; they lost all their capital, and I believe, a sum greater than their capital, in addition.

683. That competition prevented you from giving any dividend, did it not, for a half year?—Yes.

684. Sir *R. Bulkeley.*] What is the difference of your fares between Kingstown and Liverpool and Kingstown and Holyhead?—Between Kingstown and Holyhead the fare is 12*s.*, and Kingston and Liverpool, 15*s.*

685. Is the distance from Kingstown to Liverpool about double what it is from Kingstown to Holyhead?—Yes.

686. You charge for the short distance three-fourths of the fare you charge for the longer distance?—Practically that is not the case.

687. Does not that tend to injure the Holyhead line?—No; persons now generally take their tickets in Kingstown, which carry them on to Liverpool, and cost them less money than if they were to pay at Holyhead. A passenger at Holyhead would pay 3 *l.* 1 *s.* 6 *d.* to come to London, and in Kingstown he would pay 3 *l.*

688. *Chairman.*] What would it cost a passenger from Kingstown to Liverpool by the Holyhead Railway; can he book through?—Yes, he can. On a return ticket of 30 *s.* paid by a passenger going by Holyhead, we get perhaps 4 *s.* or 5 *s.* for each passage.

689. Do you give free passages to your shareholders in the Holyhead boats?—They are entitled to it, if they demand it; but it is no boon to them, as they pay less in Kingstown. If a passenger comes to Holyhead he has to pay 3 *l.* 1 *s.* 6 *d.* thence to London.

690. Supposing a shareholder were going by steam-packet to Liverpool?—He would go free the whole way.

691. Sir *R. Bulkeley.*] Supposing a passenger were going from Kingstown to the manufacturing districts, and you charge him more for a passage across, and he remains in Liverpool for a certain time, is it not a greater encouragement to go to Liverpool than to go to Holyhead, the fact being that in one case he pays 15 *s.* and in the other 12 *s.*?—I should say it ought to be; and I am surprised at any one going to Liverpool by Holyhead.

692. Supposing a person wishes to go from Dublin to Leeds, Huddersfield, Manchester, Halifax, and the North, and it be quickest by Liverpool or Holyhead, which would be the shortest in point of time?—I cannot answer that question without reference to the time tables.

693. Though the passenger goes a short trip he pays three-fourths of the passage-money that he would pay for the long trip from Kingstown to Liverpool; in short, according to your rates, your fare between Kingstown and Holyhead would be 7 *s.* 6 *d.*, the charge to Liverpool being 15 *s.*?—If it be charged by the mile.

694. The contract you have is a direct bar, is it not, to the development of the traffic by Holyhead?—I cannot agree to that; I think it is quite the reverse; instead of charging 7 *s.* 6 *d.* to a person going to Liverpool by Holyhead, we do not charge more than 4 *s.* or 5 *s.* If a person wishes to go to the manufacturing districts, and takes a return ticket, of which he can avail himself on the Holyhead line, he will get there for 30 *s.*, and out of that we only get about 5 *s.* each way for taking him across from Kingstown to Holyhead; whereas if he went by

Liverpool

Liverpool we should get the whole 15*s*. It is very injurious to us to have entered into the booking through of the Liverpool passengers.

695. Mr. *Fox*.] What is the time allowed from the starting of the mail packet to Kingstown to the starting of the mail train from Holyhead to London?—The train starts at one o'clock in the day from Kingstown, and the train leaves Holyhead for London at six o'clock.

696. What is the slowest passage that has been made by the "Llewellyn"?—Last winter, during the hurricanes, she was 10 hours on one occasion.

697. Then she must have lost the train?—I do not recollect when she lost the train; of course she has sometimes done so, but very seldom.

698. I suppose she could arrive long before her time, if she used full power?—I do not think it would make much difference whether she had full power or not, as she loses the train very seldom; it must be very violent weather to prevent her being in time for the train.

699. Even with the present vessels, is it not practicable to reduce the time by starting the train sooner?—With two of the boats it is quite practicable.

700. To the extent of half an hour?—I should say so; but we must have a regular time of starting at night; and to suit all the boats, you cannot have a better average than 12 knots per hour.

701. *Chairman*.] Had you any experience of the postal packet arrangements between Holyhead and Kingstown previously to your taking the contract?—No; we never paid much attention to them until we obtained the contract; and I happen to know that when the service was first started, far more time was allowed than is now allowed, though they had the full pressure, and they started at half-past ten in the morning to catch the train in the evening.

702. Mr. *Fox*.] That was by the Admiralty boats?—Yes; then the starting hour was half-past nine.

703. *Chairman*.] Do you mean that the speed of the "Banshee," when she performed the passage, was not more than the average speed at which it is done now?—Considerably more; but there was too great a margin allowed then.

704. Was the actual time conceded then greater or less than at present?—The "Banshee" had a considerably shorter average than at present; her return was four hours and seven or eight minutes, and the "Llewellyn" was about the same.

705. The average of all the boats was something under yours?—Under ours; In the last year the "St. Columba" was worked by the Admiralty, her average term was four hours and 51 minutes.

706. Without going into any reasons, I may ask you this: the arrangement now made is not an improvement on what existed previously to 1850?—Certainly not; there is no improvement in the service that I am aware of, except the discontinuance of the delay at Chester.

707. How long were the Government boats on the station?—Twenty-one months, down to May 1850.

708. From 1820 to that time, the vessels ran at a higher speed than they have done since?—Some of them; by this return the average of the "St. Columba" was four hours 45 minutes; the "Llewellyn," four hours nine minutes; and there were several other boats employed which are not included in the return.

709. Lord *Naas*.] Your average is four hours 39 minutes?—Something under that now, on the whole working; the "Otter" was employed for a few passages, and the "Vivid" also, by the Admiralty.

710. Mr. *Vance*.] It was far more expensive to the nation to perform the services by the Admiralty boats at that speed, than by your boats at the present speed?—Far more expensive; and I think, if the matter were gone into, it would appear that the expense to Government was three times what we receive.

711. Mr. *Fox*.] And probably less economy was exercised?—We are obliged to use the strictest economy.

712. *Chairman*.] Are you acquainted with any other lines of steam communication besides this?—Yes, several.

713. Can you state that since 1850 an improvement or diminution of the speed on important lines of communication has not been effected?—If you refer to coast lines, I am not aware of any material improvement. The French lines are just the same as they were in 1850. Foreign contracts have been improved. The Peninsular Company is bound to give greater speed.

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714. Lord *Naas.*] Are you aware that the Peninsular Company have ma te rially exceeded their contract speed in actual speed?—I am not aware of it.

715. *Chairman.*] Have Messrs. Cunard and Collins' line of steamers to New York greatly improved in speed since 1850?—They have.

716. Do you consider the communication with Ireland of considerable national importance?—Of vast importance; second to none. It is one of the most important matters that we can consider.

717. A communication which you consider of vast national importance has deteriorated during a period when other communications have improved?—I have no hesitation, of course, in saying, for the returns show it, that the service has not been done so well under contract as by the Admiralty boats. Probably the Committee will allow me to give the reason why I say that our contract payment is not much more than one-third of the whole expense to the Admiralty. Upon a Return moved for by Mr. French, last year, the outlay for 10 months appears to have been as follows:

	£.	*s.*	*d.*
1. Pay and allowances to commanders, officers, engineers, firemen, seamen, stewards, &c., employed in the service	10,431	6	–
2. Cost of coals (including expenses of shipping same), oil, tallow, waste, and all articles supplied for use of the packets	14,806	2	4
3. Port and wharfage charges at Holyhead	Nil.		
4. Ditto ditto Kingstown	Nil.		
5. English and Irish coast-lights	Nil.		
6. Cost of insurance of vessels	Nil.		
7. Allowance of interest on cost of vessels	Nil.		
8. Allocation of annual sums on account of depreciation to provide for new vessels	Nil.		
	25,237	8	4
Shore expenses	2,642	3	11
	27,879	12	3
Add one-fifth for two months	5,575	18	5
£.	33,455	10	8

718. Sir *R. Bulkeley.*] All the vessels broke down, I believe?—Every one of them. We did not like to be put into the back-ground, and when those first came out we thought of ordering two vessels like them; but we soon found reason to change our minds.

719. Lord *Naas.*] Did they break down because they ran at a higher speed than they were built for?—Yes. If such a fleet were necessary, the repairs alone would cost 20,000*l.*; and, worked as they were, they would exceed that. Then you must add something for interest of money, and something for insurance; because, although the Admiralty do not pay it, they run the same risk as others. Then another important item was left out, the allowance for a fund to supply new vessels when those got out of fashion. The necessity of that is evidenced by what appears now, that a vessel five years old is objected to as not fitted for the work. I think, under all the circumstances, the expenses to the Admiralty could not have been under 75,000*l.*

720. Lord *Naas.*] Have the City of Dublin Steam Packet Company turned their attention to the possible improvement of the traffic between London and Dublin?—They have given a good deal of attention to it.

721. *Chairman.*] Did you direct your secretary, Mr. Howell, to write a letter to Sir C. E. Trevelyan on the subject?—We did, of which the following is a copy:—

City of Dublin Steam-Packet Company, 15, Eden Quay,
Sir, Dublin, 31 January 1853.

THE acceleration of the Holyhead Mail Packets, and of the trains running in connection with them, having engaged the anxious attention of the public, I have the honour to lay before you, for the consideration of the Lords Commissioners of Her Majesty's Treasury, the following statement:

The time at present occupied in the transit between London and Dublin, is between 15 and 16 hours, of which, four hours and 40 minutes are allowed for the sea passage, the remainder being taken up by the land portion of the journey.

The

The speed on the water may be considerably accelerated by the substitution of larger and more powerful vessels than those which have been already built for the service, and a further saving of time, and to a greater extent, may be also effected by improved arrangements on the railways between Holyhead and London.

The existing contract for the packet service, entered into by the Lords of the Admiralty with this company in 1850, was for a period of 10 years, and for the annual payment of 25,000*l.*

On the present occasion it is not necessary to enter into explanation or proof of the inadequacy of this payment for the duty performed. The object which the directors have in view in making this communication being to state, that should Her Majesty's Government be desirous to effect improvement in the postal intercourse between England and Ireland, the company will be prepared to provide, on equitable terms, vessels of such size and power as may be deemed requisite.

I am desired to add, that from the nature of the communications which have taken place with the boards of the railway companies, there appears no reason to doubt that their co-operation may be expected in providing the required acceleration on land.

I have, &c.

Sir Charles E. Trevelyan, K.C.B. (signed) *P. Howell*, Secretary.
&c. &c. &c.

Perhaps the Committee will also allow me to hand in a copy of the following reply, received from the Treasury :—

Sir, Treasury Chambers, 18 March 1853.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 31st January last, proposing, on the part of the City of Dublin Steam Packet Company, the employment of large and more powerful vessels than those now in use for the conveyance of the mails between Holyhead and Kingstown, with a view to affording a more rapid transmission of the mails between England and Ireland.

I am commanded to acquaint you, that my Lords are of opinion that the present time occupied in the transmission of letters from London to Dublin is unnecessarily long; but before the Post-office authorities can take any steps in the matter, their Lordships desire to be furnished with the proposals of the City of Dublin Steam Packet Company in greater detail, and especially as to the saving of time they propose to effect.

I have, &c.

The Secretary of the (signed) *James Wilson.*
City of Dublin Steam Packet Company,
15, Eden Quay, Dublin.

721*. Has any other communication taken place?—We returned the following reply, enclosing a plan :

City of Dublin Steam Packet Company,

Sir, 15, Eden Quay, Dublin, 29 March 1853.

I have the honour to acknowledge the receipt of your letter of the 18th instant, which I have this day submitted to the Board of Directors.

I am desired to state, in reply, that the directors have, on several occasions, been requested to attend meetings of the council of the Chamber of Commerce of this city, when the subject of the improvement of the postal intercourse with London was under consideration.

At those meetings it was invariably the unanimous opinion of all present, that it was essentially necessary that a system of communication ought to be established which would reduce the time at present occupied in the transit to about 11 hours, which was supposed to be practicable by the employment of larger steam vessels and express trains between Holyhead and London; and in such case the present two afternoon departures would be unnecessary, and instead thereof, one morning and one night departure might take place from each capital.

A statement was prepared on the part of the company, suggesting in what way improvements in the intercourse could be effected; these suggestions were understood as being satisfactory to the mercantile community, and I have now the honour to transmit to you the particulars of the arrangements then suggested.

I am desired to add, that the object which the directors had in view, in addressing the letter of the 31st of January to Sir C. Trevelyan, was to convey, that should Her Majesty's Government desire at any time to make changes in the postal service at Holyhead which would require the substitution of larger and more expensive vessels than those engaged in the service under the existing contract, the company would be ready to enter into arrangements to provide such vessels on equitable terms.

I remain, &c.

James Wilson, Esq., M.P. (signed) *P. Howell*, Secretary.

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[*The following is the Paper which was enclosed in that letter;*]

The present postal communications between England and Ireland, by way of Holyhead, are two daily.

First mail from London.

The first, leaving Euston station, London, at 5 P.M., with letters received to 3.30 P.M. at the General Post-office, is forwarded by the ordinary Northern express train to Crewe, and thence to Holyhead, where it is due at 12.35 A.M. next day; allowing the usual time of 25 minutes for the transfer of mail bags, passengers, &c., and some considerable margin for late arrivals of the trains at Holyhead, the packets arrive at Kingstown almost invariably in time to land the mails before the first train leaves for Dublin at 6 A.M., and are then ready for the first delivery through the city. Time occupied from London to Kingstown, 13 hours and 25 minutes, that is, from 5 P.M. London time to 6 A.M. Dublin time.

Second mail from London.

The second postal despatch from London, is by the ordinary night mail train, leaving Euston Station at 8.45 P.M., due at Holyhead at 5.49 next morning; allowing 25 minutes for transfer of mails and passengers, the packets should sail at 6.14, and reach Kingstown in time to forward the mails by the 11 A.M. train; owing, however, to many causes of delay to the London mail train, it seldom reaches Holyhead at the appointed hour; instead, therefore, of the packets reaching Kingstown in due time for their proper train, leaving for Dublin at 11 A.M., they are only in time for the 11.30; the time occupied from Euston station, London, to Kingstown, may be taken on an average as 15 hours and 10 minutes, or from 8.45 P.M. London time to 11.30 Dublin time.

First mail from Kingstown.

First mail packet leaves Kingstown pier at 1 P.M. Dublin time, the mails are forwarded to Crewe, and thence to Euston station by the ordinary Northern mail train due at Euston station at 4.50 A.M.; time occupied from Kingstown to Euston station, 15 hours and 25 minutes, or from 1 P.M. Dublin time to 4.50 A.M. London time.

Second mail from Kingstown.

Second mail packet leaves Kingstown pier at 7.30 P.M.; mails forwarded to Crewe, and thence by Northern train, due at Euston station at 11 A.M. Time occupied from Kingstown to Euston station, 15 hours 5 minutes; or from 7.30 P.M. Dublin time to 11 A.M. London time.

Thus, with the exception of the first despatch from London, taking letters only posted at St. Martin's-le-Grand, to 3.30 P.M. (obviously a small mail), the mails are above 15 hours in transit between London and Kingstown.

It is now suggested that each of these daily mail communications between Euston station and Kingstown be performed in 11 hours, thus saving above four hours in each, as compared with the present arrangements.

The means by which this improvement in the intercourse can be effected, are:

First. The employment of much larger and faster steam-vessels than any hitherto in use.

Second. The employment in each case of special express trains appropriated to the Irish mail communications.

The city of Dublin Steam Packet Company are prepared to provide four steam vessels of 300 feet in length, with sufficient power to attain a speed of about 20 statute miles per hour, so that the passage across the Channel may be ordinarily made in three and a half hours. The land service to be provided for by special express trains, by the London and North Western, and the Chester and Holyhead Railway Companies, so that the transits between Euston station and Kingstown can be ensured not to exceed 11 hours, thereby effecting a saving of time, as compared with the present arrangements, of about four hours.

The four steamers to be built should be previously subject to the approval of the Lords of the Admiralty as to dimensions, strength of material and arrangements, and would be also prepared, if required, to carry guns of the largest size, and such armament generally as may be desired by the Lords of the Admiralty, and be fitted to convey large numbers of troops and horses.

It is suggested, that instead of the present arrangement of despatching two evening mails from London at 5 P.M., and 8.45 P.M. respectively, one be despatched at 8 A.M., to reach Kingstown at 6.35 P.M., with the morning newspapers, and all Foreign and Home letters ready for early despatch, reaching Dublin in the evening in good time to despatch such as may be intended for transmission to the interior of Ireland by the night trains, which in that case should leave Dublin at 9 P.M.

The second mail from London to leave at 8 P.M., and to reach Kingstown at 6.35 A.M., next morning; this would convey the great bulk of the London correspondence to Ireland. That portion for Dublin would be in time for an early delivery, and that for the interior to to go forward by the morning mail trains, leaving Dublin at 10 A.M., or earlier, if required.

Instead of the two afternoon despatches from Kingstown at 1 P.M. and at 7.30 P.M., it is suggested that one should be at 8 A.M., reaching London at 7.25 P.M., carrying all letters arriving in Dublin by the night trains, as well as letters posted after the previous evening's despatch;

And, that the second despatch with Dublin letters, &c., leave Kingstown at 7.30 P.M., as at present, but to reach London at 6.55 A.M., instead of 11 A.M.

Should

Should the foregoing improvements take place, the following advantages (among others) will be the result:

First. London morning papers and early letters can be received in Dublin in the afternoon; and in the provinces, early the following morning, instead of in the evening, thus gaining a day.

Second. London correspondents will have till half-past 6, instead of till half-past 3, to post their Irish letters, still insuring an early delivery in Dublin next morning, and despatch by morning mail trains to the provinces.

Third. An arrival in London by first mail at 7.25 P.M.

Fourth. The entire day in Dublin, for correspondence, instead of till noon, coupled with a morning delivery next day in London.

That was the plan which we had first proposed to the Railway Committees.

722. Lord *Naas.*] What additional subsidy do you think that the City of Dublin Steam Packet Company would require for the purposes of that service, the present contract being for 25,000*l.* a year?—I understood that the cost to the Admiralty had been 70,000*l.* for the service; and I have no doubt that that will be sufficient to carry out those improvements, that is, an additional subsidy of 45,000*l.* would be required.

723. *Chairman.*] Supposing that that exact arrangement could not be carried out, do you think that the double services could be performed in the efficient manner you describe for 70,000*l.*?—At the time I made the calculation I had no doubt it could; but that was founded upon last year's prices for building ships, which are very much advanced since; but I do not think it would make a very great difference.

724. Do you not anticipate a large increase of traffic to help out the additional subsidy?—A minute was affirmed by our Board of what took place at the Chamber of Commerce, and I shall best answer the question by reading it:

To carry out the intended improvements in the mail and passenger intercourse with Holyhead, it was proposed—

1. That four new steam-vessels be provided by the City of Dublin Company, with the speed of 20 statute miles per hour, and of such size as should be fully adequate for the comfortable conveyance of the increased numbers of passengers which may be calculated on. The time for the sea passage to be reduced from 4 hours 40 minutes to 3 hours 30 minutes.

2. That two special trains each way daily be provided by the London and North Western Company for the Irish traffic, and to run at such speed as will reduce the time between London and Holyhead to 6 hours 45 minutes.

3. The total time between London and Dublin (inclusive of all delays) to be reduced to 11 hours 30 minutes.

4. The present 12.30 P.M. departure from Dublin, and 5 o'clock P.M. from London, to be given up.

5. Two daily communications to be maintained between London and Dublin, one from each capital at about 8 in the morning, the second about 7 in the evening from Dublin, and 8 from London.

1st. To effect these improvements, it may be expected that the contract payment would be raised to 70,000*l.* a year, ensured for such a period as would justify the City of Dublin Company in raising the capital to build the vessels, estimated at 300,000*l.*

2d. The passenger traffic is estimated by Mr. Roney at the average of 100 at 7*s.* per trip, or 51,000*l.* per annum.

3d. The London and North Western Company would claim to be allowed the actual cost of running the two daily expresses between Chester and London.

725. Mr. *Hamilton.*] Did the Chamber of Commerce consider those propositions?—They were anxious that they should be carried out.

726. Did they institute any inquiry into the terms or circumstances of the proposition, or was it merely laid before them?—So far as the arrangements were concerned they were perfectly satisfied with them, but they did not enter upon the question of expense.

727. *Chairman.*] Assuming those arrangements to be decided upon, have the City of Dublin Steam Packet Company at their disposal the means of carrying them out?—No doubt they would raise capital to build the vessels.

728. Would they not require an Act of Parliament to raise additional capital?—I am

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—I am not prepared to say; perhaps with the affiliated building company, they could do it without coming to Parliament.

729. Has not the company already made an attempt to pass a Bill?—Not to raise fresh capital.

730. To limit the liability of their shareholders?—Yes.

731. For what is already raised?—For a portion that had not the non-liability clause attached to it.

732. That Bill, I believe, is abandoned?—We had an interview with Mr. Cardwell, and as he refused to sanction it; we abandoned it.

733. Does not that show that there would be considerable difficulty in the company being able to carry out an arrangement requiring such an amount of capital?—I should not anticipate any difficulty in getting powers to raise capital for such an object as this.

734. Lord *Naas.*] If the City of Dublin Steam Packet Company did not perform the service, would not a company undertaking it require to come to Parliament for a Bill?—I fancy they could raise the capital without a Bill, under the Joint Stock Companies Act.

735. Mr. *Vance.*] Not for limited liability?—Certainly not.

736. *Chairman.*] Do you think it could be done without limited liability?—I am not prepared at present to answer that question.

737. Is all your capital absorbed at present?—Our capital is all subscribed and paid up, with the exception of some we hold; but not more than half the capital of the building company is called up.

738. Mr. *Hamilton.*] In speaking of the additional subsidy of 45,000 *l.*, do you propose giving anything more than is given under the existing contract?—Increased speed and accommodation.

739. You say that troops are seldom conveyed from Holyhead to Dublin?—I have never known an instance of troops being offered to be carried. These large boats could be built so as to carry over soldiers; each boat might take a regiment.

740. You do not anticipate taking troops as part consideration of your subsidy?—I do not anticipate much difficulty on that part of the question. It would not affect the question much if it were made a condition, or there might be an arrangement made of what the rate should be.

741. *Chairman.*] You would contemplate conveying troops on an emergency, requiring speedy transmission; not in the ordinary way?—That would depend upon the War-office, whether it was found more convenient to embark them at Liverpool or Holyhead.

742. Lord *Naas.*] In the case of a subsidy of this kind being granted, do you think the company would object to carry troops gratis?—I do not think they would.

743. Are troops conveyed by your boats from Liverpool?—Yes; there is generally a contract made in each particular case.

744. *Chairman.*] Would you be ready to make it part of the bargain, that in an emergency your vessels should be placed at the disposal of Government for the transport of a large body of troops?—I can have no doubt that our Board would agree to it, provided it did not disturb our carrying out the contract.

745. Sir *R. Bulkeley.*] What would be the average speed of the vessels you propose?—The ordinary speed would make the passage in three and a half hours.

746. Could they be worked with safety across the Channel?—I think so, but of course with increased risk.

747. Mr. *Hamilton.*] For what period do you contemplate that the contract you suggest should last?—It could not be less than 10 years.

748. Do you contemplate any revision during that period?—I think the revision would be a very fair principle to introduce into it, so as to insure only a proper return on the capital embarked.

749. Do you think it probable that the number of passengers might be considerably increased?—I have no doubt about it, but whether to the extent anticipated by Mr. Roney, is a question; I think his estimate was over-sanguine.

750. You consider that a revision founded upon equitable principles would be reasonable?—I think so.

751. Sir

751. Sir *R. Bulkeley.*] Supposing the Committee were to receive evidence from practical ship-builders, that a vessel of a certain construction could be built, capable of attaining a higher degree of speed with safety, would the Dublin Steam Packet Company adopt the lines of such vessels, or are they wedded strictly to their own scheme?—We have no lines decided on; we have not gone into the thing, except generally. We have consulted eminent builders, who said that they thought our scheme practicable.

752. *Chairman.*] Name them?—Messrs. Miller and Ravenhill.

753. Have you had communication on that subject with any other builders?—I think not with any other builders.

754. Have the gentlemen you refer to expressed their decided opinion that the rate of speed you speak of can be attained?—Decidedly; at the same time Mr. Miller told me that it was a difficult thing, but that he thought we were safe in making such an offer.

755. Mr. *Fox.*] Was his difficulty that it would be so much money?—No, the making such a stride on what has as yet been done.

756. Do you not think yourself that it is a mere question of money?—I think perhaps it is; we assigned to him certain limits as to the boat, and he said, that taking that into account, the speed we propose would be matter of considerable difficulty.

757. *Chairman.*] You suggested certain arrangements with reference to the arrivals of the post, which may be very good for Dublin; have you taken into consideration the effect it would have upon the arrangements with Belfast, Cork, and other large towns?—It struck me as even more important to the provinces. As regards the provinces, it would practically save a day.

758. That is the morning mail?—I should say both mails. By these arrangements the papers would be in the provinces the morning after they left London.

759. By your plan the mail would arrive later in Dublin than it does at present?—A little later than the first mail, but considerably earlier than the second.

760. Are you not aware that there is a great anxiety on the part of influential parties, particularly in Belfast, that the mail which arrives in Dublin in the morning should start earlier from Dublin for Belfast?—They must refer to the second mail, I should think.

761. What time does that mail leave Dublin for Belfast?—I think at eight o'clock p.m.

762. Mr. *Vance.*] Do you not think that the mercantile classes in Dublin would be dissatisfied at the night mail starting from Dublin two hours later than at present?—I think they would be rather pleased at it. It is the same throughout England. You hear of no mail starting at seven in the evening. If letters leave Dublin at 12 o'clock at night, they would reach the most distant provinces in good time.

763. Sir *R. Bulkeley.*] Have you turned your attention to any improvement of Kingstown Harbour?—That they are at present doing, as they are running out a mole from the watering place, which will be a convenient place for packets to run alongside.

764. What is the length of that?—Seven hundred feet, I think.

765. Mr. *Fox.*] Is that near the old wooden jetty?—Midway between that and the present landing place; the packets will run straight in, and afterwards turn themselves round ready to start.

766. Sir *R. Bulkeley.*] There is plenty of water there?—Plenty of water.

767. That is now constructing?—Yes.

768. *Chairman.*] Have they made much progress with it?—They have only just commenced it; it will probably take three years to complete.

769. Have you heard of any suggestion for making a landing place near where the present coal place is?—I have heard that it has been suggested. I see no objection, except that it is further from the present terminus of the railway; the eastern pier is more sheltered, of course, than the present jetty.

770. Mr. *Hamilton.*] What time would it take to carry out a scheme of this sort, and to get the vessels built?—At least two years to have all the vessels ready.

Mr. *W. Watson.*

3 June 1853.

771. Have you considered in what way the communication could be accelerated in the meantime?—I have.

772. Will you state the way in which you think that might be done?—The shortest way, probably, will be to read to the Committee two letters which I wrote, one to Mr. Peto, and the other to Captain Huish, of the date of 19th August 1852.

My dear Sir, Menai Bridge, 19 August 1852.

Some weeks ago I communicated to Mr. Binger an arrangement (at present practicable) for improving the mail and passenger intercourse *viâ* Holyhead, and which, while it would promote the joint interests of the companies in the passenger receipts, would afford the strongest inducement and justification to Government to increase the contract payment. To effect these objects the three companies must each take a part, the City of Dublin Steam Packet Company at once to give greater speed on the water, and ultimately to provide larger and more efficient vessels, and the London and North Western Company to provide trains at such hours as will best suit the Irish traffic. Mr. Binger tells me that he has several times discussed these proposed improvements with you and with Captain Huish; but, that the demand for independent trains is considered "startling." Feeling the great importance of not losing more time in going fully into the subject, I would wish to meet you as soon as possible for that object; will you, therefore, have the kindness to name the earliest day you conveniently can after Monday, for a meeting at the Euston station with Captain Huish, and I will arrange to attend?

Yours, &c.
(signed) *W. Watson.*

P.S.—I write to Captain Huish to the same purport.

S. M. Peto, Esq., M.P.

My dear Sir, Menai Bridge, 19 August 1852.

Mr. Binger tells me that you consider my proposition for independent expresses for the Irish traffic as "startling." I fear that he has not supported my arrangement for the improvement of the mail and passenger intercourse with Holyhead as strongly as I should have done. I am anxious therefore for a meeting with you and Mr. Peto on as early a day as you can conveniently name, when we could go fully into the question on the part of the Chester and Dublin Company. I am quite ready to assist in providing the best arrangement on the water for the public, and can have no doubt that the railway companies will be equally ready to do so on land. I write this post to Mr. Peto also.

(signed) *W. Watson.*

Captain Huish.

I received the following answer from Captain Huish:

London and North Western Railway,
General Manager's Office, Euston Station,
My dear Sir, 20 August 1852.

I shall be very happy to see you when you come to London on the subject of the mails, but the scheme you propose is impracticable; we should have a collision every day.

Yours truly,
(signed) *M. Huish.*

W. Watson, Esq.,
Menai Bridge, North Wales.

The improvements by land could be carried out at once, if the Post-office authorities saw no difficulty, and the railway company gave the trains.

773. *Chairman.*] Has anything been done in this matter since?—We had a meeting, and I endeavoured to remove, with Captain Huish, the difficulties that he felt to the scheme which he said was impracticable. I am happy to find that he has since altered his mind, and that he considers it quite practicable, and that it ought to be done.

774. Can you state what actual acceleration of the speed by the engines whilst going the plan you suggest would involve on land?—It could be done in less than seven hours between Holyhead and London.

775. Recollecting the saving to be effected by doing away with some of the stages, can you state the actual acceleration which would be involved in the travelling speed of the engines?—No; the basis I went on was this: I took the time

time required to run the present express from London to Liverpool, and calculating it at the same rate from Holyhead to London, it could be done in less than seven hours.

776. Would the risk, according to your view, not exceed the risk at present incurred in running the express to Liverpool?—I should say it would be rather less.

777. *Chairman.*] Are you working cordially with the railway company now?—As regards the booking through by Kingstown, there is no interruption to our harmony, that I am aware of. They are not satisfied with our goods traffic arrangement; but that is quite independent of the Kingstown line.

778. Is it your opinion that it is simply the question that is between you with reference to the goods which interferes with their coming forward cordially to co-operate with you in this arrangement?—There may be other reasons. They may have other objects in view; they may desire to have the whole service in their own hands. The only alleged cause of difference is connected with the goods traffic.

779. It appears that a negotiation was entered into between you and the London and North Western, and the Chester and Holyhead Railway Companies; what was the reason of the failure of that producing any result?—I am not aware. We had several meetings in Dublin, and the minute was arranged of what took place at the Chamber of Commerce, and subsequently I received a copy of the minute passed by the Chester and Holyhead Board, and which I will read to the Committee.

EXTRACT from the Minutes of the General Board, at a Meeting held in the Company's offices, Euston Station, on Thursday, the 11th day of November 1852.

IRISH TRAFFIC.

Captain *Huish* submitted propositions and estimates prepared by Mr. Watson, for carrying out the scheme of improved communication with Ireland.

Resolved—That this Board are desirous of co-operating with the London and North Western and City of Dublin Companies, in devising the most complete plans of vessels, and of arrangements for effecting the shortest possible passage across the Channel and journey between Holyhead and London; and after maturing such plans and arrangements, to communicate with the Government for an increase of the sum now paid for the mail service.

That the Chairman and Admiral Moorsom be a Committee on the part of this Board to meet such Directors as may be appointed by the other two companies.

(signed) *Robert Mansel*, Secretary.

We appointed our two representatives, and the London and North Western Railway Company did the same. There was not a full attendance on the part of the railway companies, and from that day to this we have never heard anything more of the subject; the matter dropped.

780. Mr. *Hamilton.*] Was any definite sum mentioned which would be necessary to carry out the improvements as regards accelerating the communication at present?—That would be comparatively trifling; the expense would be something for the extra cost of the special trains, and an additional sum for increased speed.

781. Mr. *Vance.*] Have you vessels plying between Holyhead and Dublin laden with merchandise only?—No, we have not. The Chester and Holyhead run those vessels; they have one of ours on charter.

782. Sir *R. Bulkeley.*] Would this scheme of yours require an increase in the fare of passengers between London and Dublin?—No; that is not contemplated.

783. Mr. *Fox.*] Was 20 miles per hour the highest speed that you stated to Messrs. Miller and Ravenhill?—It was; the difficulty with them was to accomplish it with a boat of 300 feet. They did not say that there was any difficulty in accomplishing the 20 miles per hour with a larger boat.

784. Mr. *Tollemache.*] Your present average passage is four and a half hours?—I think under four hours 40 minutes.

Mr. *W. Watson.*

3 June 1853.

785. Your present boats were made the most of, what do you think your average would be?—With two of the boats, the "St. Colomba" and the "Eblana," I think we could not give greater speed. With the other two we could reduce the time half an hour with the greatest ease.

786. *Chairman.*] Would you contemplate any great increase in the passenger traffic with the present boats at a greater speed?—I think that every improvement would tend in that direction.

787. Would not any considerable increase in the passenger traffic so much increase the discomfort of the passengers as to present a serious obstacle?—No. I think the present boats might be provided with better accommodation, as is the case with our vessel, the "Iron Duke."

788. Sir *R. Bulkeley.*] The only accommodation you afford to the second-class passenger is sitting room?—He has nothing but sitting room, unless he chooses to lie on the floor.

789. If he comes any reasonable distance by the railway, he cannot be considered an 8 *s.* passenger from Holyhead to Dublin?—Many of the second-class passengers, when they enter the boat, pay the difference between the first and second class, and travel in the first cabin. A great many respectable people do so.

790. Mr. *Vance.*] Do the boats of the Chester and Holyhead Company ply at a more favourable part of the day for passenger traffic than you do?—They do.

791. Your being under the direction of the Post-office authorities with regard to your hours, is rather unfavourable to the passenger traffic?—More convenient hours would throw a larger proportion of the passenger traffic into our boats.

792. Sir *R. Bulkeley.*] Your new boats you contemplate starting from the present harbour?—These boats might be made to start from the present harbour; they would not draw more than 12 feet.

793. Mr. *Tollemache.*] At present the time occupied in going from London to Kingstown by the mail train is 14 hours 50 minutes, is it not?—The night mail train is 15 hours and 10 minutes, that is taking into account that it seldom arrives at Holyhead at the appointed hour.

794. By the express train it takes 14 hours, according to the time sent in by Captain Huish?—I suppose that is correct.

795. Even with your present boats you say you could reduce the time between Kingstown and Holyhead to four hours 10 minutes?—Yes, with two of them.

796. If the railway distance could be accomplished in 6 hours 18 minutes, the total time consumed would be then 10 hours 28 minutes?—There should be some allowance of time for transferring passengers to the packet itself, at the railway pier.

797. What would you allow for that?—A quarter of an hour. If the railway could be traversed at the rate that is mentioned, the whole transit may be made in 11 hours with the present boats.

798. Even with present boats, the time could be lessened then by three hours?—I should say so.

799. Sir *R. Bulkeley.*] If you worked your present boats at full speed, would not that be attended with inconvenience and discomfort; was it not when they were worked at full speed, that a man was washed overboard?—The mate of the "Scotia" was washed overboard.

Lunæ, 6° die Junii, 1853.

MEMBERS PRESENT:

Mr. H. A. Herbert.	Captain Duncombe.
Mr. Vance.	Lord Alfred Hervey.
Lord Naas.	Mr. Repton.
Mr. Fox.	Mr. Hamilton.
Mr. Tollemache.	

HENRY ARTHUR HERBERT, Esq., in the Chair.

James Owen Binger, Esq., called in and Examined.

800. *Chairman.*] ARE you Manager of the Chester and Holyhead Railway? —I am: *J. O. Binger*, E

801. How long have you been so?—Upwards of five years, from the opening. 6 June 1853

802. Have you had the control of the traffic, both on the railway and in the boats?—I have.

803. Will you inform the Committee of the present practice as to landing and embarking at Holyhead and Kingstown?—The present practice by the railway company's express boat at Holyhead is, to bring the luggage down, and put it on board by the company's porters; that of the contract mail boats is done by porters who ply for hire, and make a charge upon all the luggage. The train is brought down by horses from the station, I should state, and it takes a considerable time to get the passengers on board there. We have but little accommodation there; only one landing-place at the stone pier, which is a very cramped place, and there is not room on either side of the paddle-box to make a second communication. The practice at Kingstown is much of the same character, except that the porterage is done for all parties by porters under the Board of Works, and a charge is made for the luggage there of so much per parcel. That is the practice with both the mails and the passengers.

804. Have you any improvements to suggest on that?—I consider that if the engine were allowed to bring the train down to the pier at Holyhead, the luggage might be stowed in London in a van, that that van should be transhipped, and the luggage not removed at all on board the boat; the same plan to be adopted at Kingstown, in its removal to the terminus of the Kingstown Railway.

805. Is there any reason why the engine should not go right down to the pier? —I am not aware of any. When the extension line was made, there was a promise given that it should be worked by horses. We took the engine over once, when Mr. Provis, who has the management there under the Woods and Forests, gave me notice that he should apply to the Woods and Forests if the practice were continued. Under those circumstances, I was obliged to give orders that it should not occur again.

806. Those arrangements only refer to the present harbour, I suppose?—To the present harbour.

807. The contemplated arrangements with the new harbour would do away with all the difficulty, would they not?—I should think so, but it will be some time before that is done.

808. I suppose the present harbour is not capable of receiving much larger boats?—It would take vessels of 300 feet with the draught of water proposed.

809. Have you any other suggestions which, if carried out, would afford greater accommodation?—The increased size of the boats would give more accommodation.

810. Mr. *Fox.*] With regard to putting the van on board, have you ever consulted any nautical man about the top-hamper that it would cause?—It would be differently arranged on board the boat if there were any danger of that, but I do not think it would be of sufficient weight to top-hamper it, because the luggage is kept on deck now. We take private carriages at the present moment: there would be no difficulty in securing the van sufficiently.

811. *Chairman.*] Have you heard of any complaints of the smallness of the boats, and of their want of accommodation?—I have, but not to the extent that either Captain Huish or Mr. Roney stated.

812. What is your opinion upon that point?—I think more lying down accommodation might be afforded. But I consider that the accommodation is ample, taking the average of the number of passengers we have carried.

813. Do you think, if the boats were improved, that you would not have an increased number of passengers?—Probably we might, and no doubt we should; but not to the extent of 50 per cent., if I may judge by the increase that has taken place up to the present time.

814. Do the vessels perform the service in the same time as when they were first placed on the establishment?—No.

815. Why?—It was found so expensive that we could not afford it, and the damage to the vessels was so great that we were obliged to reduce the pressure.

816. In what respect did you sustain any damage?—In the carrying away of the wheels and the deck houses, and in the damage done to the machinery.

817. Under what circumstances was a deck house ever carried away?—By a sea striking it. I have been on board twice when the deck house has been carried away by the roll of the sea.

818. Mr. *Fox.*] Might not the same thing happen to these vans?—The vans will not be over the water. The deck houses are over the paddle-box frame.

819. *Chairman.*] You are not alluding to these new deck houses?—No, the deck closets, cook-house, the carpenter's, and the boatswain's store rooms.

820. It has been stated that there are new deck houses placed on the deck, which give increased accommodation to passengers; do you anticipate any chance of their being washed overboard?—Not the slightest; they are situated in the centre of the quarter-deck.

821. The wear and tear, if I understand right, of running the vessels at the speed they used at first was greater than would pay, and therefore the speed has been diminished?—We were so reduced in the number of our boats at one time, that we were obliged to perform the express service with only one boat. The express boats have been limited lately to 4 hours 20 minutes, and now to 4 hours.

822. Had the condition of the affairs of the company nothing to do with that?—We were obliged to economise in every possible way. In the first commencement of the traffic we lost very seriously by the boats; and now we are only getting a small amount beyond the working expenses, leaving nothing for insurance and depreciation.

823. Had not the enormous expense that the company was put to in making the line through Wales, and in forming the tubular bridge, more to do with the necessity for economy than the loss occasioned by the boats?—Certainly, the additional first cost of the tubes was one cause of our crippled circumstances, and a very great one.

824. Taking into consideration the whole sum that the boats have cost, would not that be very small in comparison with the vast outlay necessary for the formation of the line and the bridge?—Very small indeed.

825. What is the largest number of passengers ever taken by the company's boats at one time?—We had 324, I think, one night.

826. Supposing that there were anything like 324 on board in bad weather, would it not be very miserable?—No question of it.

827. Have you not stated that you thought the boats sufficient for the traffic?—Taking the average, I mean; not for a case of that kind. Had we been aware of the number of passengers coming, we should on that occasion have had a second boat.

828. Have you any arrangements by which you could put on a second boat in a hurry?—We had not at that time the telegraph from Chester; we have now.

829. Has the company made any arrangements for putting on two boats in case of such a number being found to be in the train?—I have authority to do so when it may be found necessary.

830. Mr. *Hamilton.*] You spoke of 324 as the maximum; can you say whether the

the number of passengers has frequently in the year amounted to anything like that?—Nothing like it.

831. Can you form a conjecture whether five or six times in the year the numbers have amounted to so many as 300?—Certainly not.

832. Two hundred and fifty?—I should say there have been 250 six times.

833. Mr. *Fox.*] What is the average?—The average for the year round is 49.

834. Mr. *Hamilton.*] Would you say that 100, 20 times in the year, is the ordinary maximum?—In the height of the season the highest average was 94 in any one month, and the numbers vary between 94 and 25, leaving a mean of 49 for each passage.

835. Captain *Duncombe.*] Does that include first and second-class passengers?—Both.

836. You consider your boats are sufficient to accommodate that number?—With 94 on board there would be inconvenience in bad weather.

837. *Chairman.*] In bad rough weather, for how many do you consider that there is tolerably comfortable accommodation?—Taking first and second-class passengers, and ladies, I should say that there is accommodation for between 50 and 60 people lying down, and sitting room for second-class passengers down below.

838. It being necessary for the ladies to lie on the floor?—No doubt.

839. Mr. *Hamilton.*] Would it render it necessary that ladies should lie on the floor, taking the average proportion of ladies to gentlemen?—I should think probably they would have to do it.

840. Do you consider that sufficient accommodation?—I can only speak from my experience on other lines, that the accommodation for the number of passengers we take is equal, if not superior, to that of any other line going from any part of the kingdom. As to the boats from Dover and Folkestone, it is as superior as three to one, taking the numbers carried and the size of their boats.

841. *Chairman.*] On what passage?—The two hours' passage. Mr. M'Gregor gave the average of those passages across the Channel as one hour 58 minutes.

842. Mr. *Vance.*] Is not the accommodation from Southampton to Havre much better than in the French boats?—That I am not aware of.

843. Mr. *Fox.*] What is the expense of a trip by one of your boats, including consumption of fuel and everything?—I think from 25 *l.* to 30 *l.* each way; but that is a thing I cannot speak of from my own knowledge.

844. Captain *Duncombe.*] Does the only objections to going down to the pier at Holyhead emanate from the Board of Works?—I understand that is the objection.

845. The company sees no objection?—We see no objection to doing it; even if they would allow us to go down to the timber yard, where we are within the walls, it would be a great accommodation to us.

846. *Chairman.*] Was no reason for that prohibition stated to you?—None, that I am aware of.

847. Have you never heard of any reason for prohibiting your taking down the locomotive?—The reason given was, that it crossed the turnpike-road.

848. Captain *Duncombe.*] Have you ever since asked permission to run the engine down?—No.

849. Would not the new arrangements devolve upon your company the necessity of extending the railway from the present station at Holyhead to the new harbour?—No doubt we should do it.

850. Would you be in a position to have that completed by the time the harbour is available for vessels?—Yes.

851. When you talk of the transhipping of the van with the luggage from the Chester and Holyhead Railway to the vessel, and so on to the Kingstown Railway, allow me to ask you whether the gauges are the same?—I should only take the bodies of the carriages, not the wheels.

852. The carriage on the other side of the water would take the body with the luggage?—Just so.

853. Mr. *Vance.*] Do you know the Kingstown station, in Dublin?—I do.

854. Do you think it sufficient for the convenience of passengers and their luggage on arriving there?—I think that the extended accommodation they are giving will be; but it is not so convenient a place as I should like to see it, to have the work done properly.

. O. *Binger*, Esq. 6 June 1853.

855. It is not sufficient at present?—At present it is totally inadequate, but they are making it twice the size.

856. Mr. *Fox*.] To carry out your view, the railway at Kingstown would require to be extended to the side of the jetty?—A truck might be used, or it might be extended to the jetty, without any difficulty; but it would be necessary to have a turn-table.

857. *Chairman*.] Supposing that the landing-place were fixed upon where the present coaling-place is, could not the railway then be brought down without any turning table?—It could.

858. Would not that be the best arrangement to carry out?—I think so.

859. Would there be any difficulty in continuing the railway from the present station down to the present coaling-place, supposing the pier at that part improved to allow vessels to lie alongside?—Not the slightest.

860. The luggage might be brought down to go into the carriages at once, under cover, might they not?—Just so.

861. And you think without any expense, owing to the nature of the ground? I think so.

862. Mr. *Tollemache*.] How long are you shifting in the passengers from the steamers to the station?—From 30 to 45 minutes, according to the number of passengers.

963. If the engines were allowed to run down to the end of the pier, and you have the van you speak of, how long then would it take?—A quarter of an hour or 20 minutes.

864. Captain Huish allows 15 minutes for the shifting?—And seven minutes besides; in the 22 minutes I should be prepared to do the work.

865. If Captain Huish's plan should be carried out?—I think so.

866. Mr. Roney appeared to think that you allowed too short a time?—He calculated the horses taking them down.

867. Mr. *Vance*.] Do you take many heavy parcels or packages of merchandise by these express boats?—Not since we have had our goods boat.

868. Sir *R. Bulkeley*.] Have you not an inclined plane down to the present station?—We have.

869. What fall is it?—One in 80, I believe.

870. The engine could go down that plane?—With perfect safety; in all places like that, we bring the engine under so much control that she could be stopped immediately.

871. Mr. *Tollemache*.] At present the way from the station to the pier-head runs parallel to the principal street, does it not?—It does.

872. Is not that an objection, inasmuch as horses might take fright at seeing the locomotive?—I think they would be more liable to take fright at hearing it than seeing it; but we could have engines of such a character that would make less noise than the horses.

873. You think there would be no objection on that account?—I think there might be an objection on the part of some.

874. Have you heard that objection advanced? — I have heard persons make it.

875. You do not anticipate any serious objection except on the part of the Woods and Forests to the locomotive running down to the pier-head?—I have no doubt some of the inhabitants would object.

876. You mean innkeepers?—Yes, and other parties as well.

877. *Chairman*.] What other parties?—I do not know; I think some of them would object.

878. Can you think of any places where the railway runs along the street?—Lincoln, Bolton, Canterbury, Hull, Liverpool, and various other towns.

879. Mr. *Vance*.] In the towns you speak of the locomotive merely crosses the street; but at Holyhead it goes a considerable distance along the street?—It runs parallel with the street; but we could stop the trains with greater facility with a locomotive than with horses, and there would be less liability to accident with a locomotive.

880. Captain *Duncombe*.] With a view of expediting Irish traffic, would you have any objection to pull your trains up to the present station; would you not run

run them down to the pier-head if you had permission?—If we had permission we should run them right up.

881. *Chairman.*] Has your attention been called to any of the proposed improvements of the communication between the two countries?—It has.

882. You are aware that a communication has taken place between Sir Charles Trevelyan and the City of Dublin Steam Packet Company?—Yes.

883. Have you any suggestion to make with reference to those improvements?—We should be prepared to undertake the service of the boats of 300 feet, to perform the service in 3 ½ hours, as suggested by Captain Huish; it might take, perhaps, a minute or two more than 10 hours 41 minutes, but certainly within 11 hours the communication could be made, and, in ordinary circumstances, maintained.

884. Sir *R. Bulkeley.*] You are prepared to do that?—I have not the slightest doubt that the London and North Western Railway Company and ourselves would be prepared to undertake the service.

885. With a certain subsidy?—Yes.

886. *Chairman.*] Have you made any calculation as to the extent of subsidy that would be required?—I have not; I have heard figures stated, but I have no doubt it might be done by testing what the actual expense of the service was, and letting the rate be arranged on that basis.

887. Do you think that any considerable improvements are likely to be made as a matter of profitable mercantile speculation without any assistance from the Government?—Certainly not.

888. What is your reason for so thinking?—From my knowledge of the expenses of the present system of working our own express boats. Our own express boats carry nearly as many as two of the City of Dublin Steam Packet Company's, and we are merely covering the working expenses of our boats, without anything allowed for deterioration or insurance.

889. Is the number of passengers on the increase?—It is.

890. Can you give us any statement as to the comparative numbers?—I will give the number of passengers by steamers for the years 1850, 1851, and 1852. The total steamboat traffic from the Chester and Holyhead Railway, in 1850, was 19,225 passengers, and amount 9,676 *l.* In 1851, the number of passengers was 26,308, and the amount received, 14,052 *l.* In 1852, the number of passengers was 27,252, and the amount received, 15,286 *l.* I hand in a Table, showing it more in detail.

STEAMERS.—CHESTER AND HOLYHEAD RAILWAY.

A Comparative Statement of Monthly Traffic for the Years 1850, 1851, and 1852.

Month.	1850.		1851.		1852.	
	Passengers.	Amount.	Passengers.	Amount.	Passengers.	Amount.
		£. s. d.		£. s. d.		£. s. d.
January -	- -	382 11 3	- -	583 13 –	- -	748 19 4
February -	- -	375 9 11	- -	481 4 –	- -	784 11 3
March -	- -	358 19 5	- -	492 10 2	- -	677 13 –
April - -	- -	916 – 2	- -	703 9 5	- -	1,045 8 2
May - -	- -	821 9 8	- -	777 6 9	- -	1,231 16 6
June - -	- -	1,059 3 7	- -	1,067 17 10	- -	1,733 7 2
July - -	- -	1,382 10 2	- -	2,198 18 7	- -	1,916 7 3
August -	- -	1,451 15 1	- -	2,445 19 –	- -	1,830 3 1
September -	- -	1,335 18 –	- -	2,803 1 11	- -	2,268 9 10
October -	- -	647 6 1	- -	1,142 11 11	- -	1,223 12 11
November -	- -	483 3 –	- -	734 1 10	- -	1,021 18 10
December -	- -	462 7 3	- -	621 15 –	- -	803 15 7
	19,225	9,676 13 7	26,308	14,052 9 5	27,252	15,286 2 11

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891. Captain *Duncombe.*] Are you aware whether the increase is in the same proportion in the mail-boats?—I think it is. We have taken our two years' traffic from the returns given by the Dublin Steam Packet Company when we were working together; and putting the whole traffic together for two years, the proportions were, as to our own company, 10/21ths, and for the Dublin Steam Packet Company, including their two services and extra traffic on a Sunday, 11/21ths. Our receipts were about 15,300 *l.*, and theirs 16,588 *l.* in 1852.

892. *Chairman.*] Is the return you have put in from the very commencement of your running?—Only from 1850.

893. I understand you, that this is the return of the traffic of one boat?—Yes.

894. That is for the one line?—For the express service; a passage each way.

895. Are you working cordially with the City of Dublin Steam Packet Company?—Not at present.

896. Have you any objection to state for what reasons?—We entered into an agreement which we consider they have not carried out in the good faith which was intended.

897. Do you mean an agreement with reference to passengers, or the general arrangement as to the working of the traffic?—A general arrangement for all traffic. But whilst the Dublin Exhibition is open, we think it impolitic to make any change in our passenger arrangements; but as soon as the public accommodation enables us to do so, we shall work entirely independent of the City of Dublin Steam Packet Company.

898. Is the quarrel, if I may use the expression, between the two companies, respecting passenger or goods traffic?—The original breach was with respect to the goods traffic.

899. Captain *Duncombe.*] Now it applies to passenger traffic?—We have not made any alteration as to passenger traffic at present.

900. *Chairman.*] So far as regards the object of this Committee, which is, to inquire into the mail and passenger traffic, I understand there is no material difference of opinion between the two companies?—There is a difference of opinion, which involves the termination of the agreement with the City of Dublin Steam Packet Company.

901. In no way detrimental to the public?—Not at present; but it may be so.

902. *Chairman.*] As regards the passenger traffic, there is not, as I understand, any reason to complain that they have not carried out the intention of the agreement?—If the passenger traffic was in our own hands, we should work it very differently to the manner in which it is worked by the Dublin Company, as regards the passenger arrangements at the pier of Holyhead and at Kingstown.

903. You think you could improve upon them?—I do.

904. In what way?—In making arrangements for the luggage and accommotion of the passengers, as I stated before, which they do not.

905. Why should you not make those arrangements for the luggage now, as far as your own boats are concerned?—We have no object in working with the City of Dublin Steam Packet Company; they get the subsidy for the performance of the contract, and they get the passengers, and receive as much money as we do for it; and for that reason we could hardly be expected to do the service for them.

906. Why should you not make such arrangements as you consider beneficial to the public so far as regards the one packet which you have yourselves?—That could be done.

907. Captain *Duncombe.*] Is it in this way that any advantages you carry out, as regards your own passengers, the City of Dublin Steam Packet Company would derive some benefit from?—Yes.

908. The City of Dublin Steam Packet Company would derive advantages from the improved method which you would adopt as regards your passengers?—If we were to do the service for them, it would be so.

909. Supposing you do it for your own express boats, would they derive any advantage from that arrangement?—No.

910. Why should the public be punished on that account?—We put all the luggage on board now for the passengers by our express boats. The saving of time would be more in working of the trains in connexion with the boats; in fact, without the cordial co-operation of the Chester and Holyhead Railway Company,

Company, no independent company can give the increased accommodation which a united company can give. If an independent company were to take this contract, we could not be expected to run at a much increased speed and heavier expenses, to work for other people.

911. Captain *Duncombe.*] You consider, in point of fact, that great benefit to the public would accrue from your having the monopoly?—From our having a united action. The same question was before a Committee on the South Eastern Railway Company Bill, and the Committee recommended that steamboats should be placed under the railway company as one united body. Before that Committee, which sat a few days ago on the Whitstable Branch, considerable evidence was given on this point.

912. The object being to place them under one management?—Yes.

913. Mr. *Vance.*] In the case of the South Eastern Railway Company, there was no Steam Navigation Company in question, having the management of the intercourse between France and England, and competing with them?—I believe there are two separate companies running there now.

914. You do not consider that quite a parallel case with the City of Dublin Steam Packet Company, the latter having a very large fleet of vessels, and having had the general management of the intercourse between the most considerable ports of England and Ireland all throughout?—I do not consider that the City of Dublin Steam Packet Company have any more right to claim an independent traffic between the ports they are running to than the company I have referred to. I do not see on what ground they can claim it.

915. Were they not the first company to put on steam vessels between Holyhead and Liverpool?—Either that or the St. George's Company; but we had possession of the line between Holyhead and Kingstown. They took the contract out of our hands, notwithstanding an Act of Parliament by which we were empowered to hold steamboats.

916. That was by offering to do it on cheaper terms?—No doubt; after we had, from the position we were placed in, expended a large sum of money, we were not in a position to perform the service efficiently, as we considered it should be performed, upon the same terms.

917. Sir *R. Bulkeley.*] Are they not now asking for more money?—I think they are.

918. Did they not oppose, in every shape and way, the making of the harbour at Holyhead?—They did.

919. Did they not represent it unsafe, and unfit for passenger vessels?—They did.

920. Did they not employ an engineer to lay before the Committee of the House of Commons a chart, representing the harbour as full of rocks?—As full of rocks as it could be; so that it was thoroughly impossible for an anchor to go down.

921. Upon that, did not Mr. Rendle employ divers to prove that their representations were not correct?—He did.

922. *Chairman.*] Supposing an arrangement could be made, by which the communication by steam as well as by land should be placed under one management, and supposing a subsidy should be given to increase the efficiency of the service, do you suppose that the directors would be prepared to put on these large vessels besides the mail boats?—I do not see how they could, as a commercial speculation, unless the three services be considered as an element upon which the amount should be based.

923. Captain *Duncombe.*] Are you aware of any instance of the Government paying a subsidy to any company for running other boats than mail boats?—No, I am not.

924. Mr. *Tollemache.*] Are the boats that run from Dublin to Liverpool much larger than those from Dublin to Holyhead?—They are not much larger in tonnage, but they are much larger looking boats.

925. Do they give better accommodation to passengers?—Yes, they give them berths on board their vessels.

926. If there were larger vessels between Holyhead and Dublin, would they not take a greater number of passengers?—Yes; but the number of first-class passengers going by Liverpool is very trifling indeed.

927. Do you not think that there would be a considerable increase in the

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number of second-class passengers if these boats were made more attractive? —No doubt there would be an increase.

928. Mr. *Repton.*] I suppose Fleetwood takes away a great many passengers? —We have not found it, inasmuch as they have not a daily communication; the great benefit of the Holyhead line is the daily communication.

929. Mr. *Vance.*] Is there not a frequent communication with Morecombe Bay?—There is a communication; I do not know how often.

930. Mr. *Tollemache.*] During the best months of the year, your boats convey on an average 94 passengers?—Ninety-four was the highest average in any one month. In August last it was 94.

931. I understood you to say that your boats only afford sufficient accommodation for 60 passengers?—Yes.

932. And even then the ladies have to lie down on the floor; that being the case, do you not think that the want of accommodation on board the present boats must check the traffic between Holyhead and Dublin?—You must not assume that the whole of the 94 will be ill.

933. I understood you to say, that even with 60 passengers the ladies have to lie down on the floor; if these boats will only afford accommodation for 50 or 60 passengers, the accommodation must be insufficient for 94?—In the height of the season it is so.

934. If the passengers are not properly accommodated, must it not check the increase of traffic between Holyhead and Dublin?—It may, to a certain extent, but not very much. Captain Huish stated that the traffic had considerably increased since the commencement of the tourist traffic. I have taken a summary of the Cork and Killarney booking, and I find that in 1851 there were 1,282 first-class, and 480 second-class passengers; and in 1852, 1,851 first-class, and 349 second-class passengers; making a difference of about 450 as the increase of the tourist traffic of last year.

935. *Chairman.*] Have you anything further that you wish to state?—I merely wish to put in a return, showing the times that we have waited for the arrival of the mails at the Holyhead station.

CHESTER AND HOLYHEAD RAILWAY.

RETURN of the LATE DEPARTURES of the 2. 0 a.m. and the 7. 0 p.m. MAIL TRAINS, from *Holyhead*, for the Year 1852.

DATE.	TRAIN.	Departure from Holyhead.	After Time.	Boat Late.	REMARKS.
1852:	H. M.	H. M.	H. M.	H. M.	
1 January -	7 0 p.m.	7 6	0 6	- - -	Attaching horse-boxes.
3 — - -	7 0 „	7 11	0 11	0 33	Boat late.
6 — - -	2 0 a.m.	2 12	0 12	0 55	- ditto.
7 — - -	2 0 „	2 30	0 30	1 24	- ditto.
8 — - -	7 0 p.m.	7 12	0 12	0 58	- ditto.
9 — - -	7 0 „	7 23	0 23	0 15	- ditto.
11 — - -	2 0 a.m.	2 19	0 19	2 20	- ditto.
11 — - -	7 0 p.m.	7 13	0 13	0 8	- ditto.
13 — - -	7 0 „	7 28	0 28	0 47	- ditto.
14 — - -	7 0 „	7 18	0 18	0 26	- ditto.
16 — - -	7 0 „	7 14	0 14	0 19	- ditto.
20 — - -	2 0 a.m.	2 20	0 20	0 54	- ditto.
21 — - -	7 0 p.m.	7 19	0 19	0 23	- ditto.
26 — - -	7 0 „	7 17	0 17	0 26	- ditto.
27 — - -	2 0 a.m.	2 20	0 20	0 55	- ditto.
27 — - -	7 0 p.m.	7 7	0 7	0 20	- ditto.
29 — - -	7 0 „	7 10	0 10	0 26	- ditto.
30 — - -	2 0 a.m.	2 15	0 15	0 53	- ditto.
2 February -	2 0 „	2 30	0 30	1 2	- ditto.
2 — - -	7 0 p.m.	7 10	0 10	0 11	- ditto.
3 — - -	2 0 a.m.	2 10	0 10	0 32	- ditto.

DATE.	TRAIN.	Departure from Holyhead.	After Time.	Boat Late.	REMARKS.
	H. M.	H. M.	H. M.	H. M.	
8 February -	7 0 p.m.	7 10	0 10	0 25	Boat late.
9 — - -	7 0 „	7 34	0 34	0 45	- ditto.
10 — - -	2 0 a.m.	2 10	0 10	0 32	- ditto.
10 — - -	7 0 p.m.	7 18	0 18	0 30	- ditto.
19 — - -	7 0 „	7 10	0 10	0 24	- ditto.
20 — - -	2 0 a.m.	2 15	0 15	0 33	- Collision of steamer "Eblana" against pier.
27 — - -	2 0 „	2 4	0 4	0 29	Boat late.
28 — - -	7 0 p.m.	7 19	0 19	0 28	- ditto.
5 March - -	7 0 „	7 5	0 5	0 18	- ditto.
9 — - -	2 0 a.m.	2 30	0 30	0 56	- ditto.
10 — - -	7 0 p.m.	7 16	0 16	0 55	- ditto.
11 — - -	7 0 „	7 10	0 10	0 17	- ditto.
15 — - -	7 0 „	7 10	0 10	0 9	- ditto.
21 — - -	2 0 a.m.	2 20	0 20	1 21	- ditto.
22 — - -	2 0 „	2 15	0 15	1 10	- ditto.
23 — - -	2 0 „	2 20	0 20	0 51	- ditto.
30 — - -	2 0 „	2 3	0 3	0 19	- ditto.
22 April - -	7 0 p.m.	7 7	0 7	0 29	- ditto.
23 — - -	7 0 „	7 25	0 25	0 16	- ditto.
24 — - -	7 0 „	7 15	0 15	1 20	- ditto.
25 — - -	2 0 a.m.	2 47	0 47	1 28	- ditto.
19 May - -	2 0 „	2 13	0 13	0 48	- ditto.
31 — - -	2 0 „	2 5	0 5	- - -	- ditto.
11 June - -	2 0 „	2 17	0 17	0 28	- ditto.
17 — - -	2 0 „	2 6	0 6	1 0	- ditto.
20 — - -	7 0 p.m.	7 13	0 13	0 25	- ditto.
25 — - -	7 0 „	7 7	0 7	0 20	- ditto.
26 — - -	2 0 a.m.	2 25	0 25	1 4	- ditto.
14 July - -	7 0 p.m.	7 3	0 3	- - -	- ditto.
16 — - -	7 0 „	7 5	0 5	- - -	- ditto.
18 — - -	7 0 „	7 2	0 2	- - -	- ditto.
26 — - -	7 0 „	7 5	0 5	0 10	- ditto.
30 — - -	2 0 a.m.	2 2	0 2	- - -	- ditto.
3 August - -	2 0 „	2 10	0 10	0 22	Carriages on main line.
5 — - -	2 0 „	—	—	—	
6 — - -	7 0 p.m.	7 5	0 5	- - -	Boat late.
8 — - -	7 0 „	7 2	0 2	0 5	- ditto.
9 — - -	7 0 „	7 5	0 5	0 10	- ditto.
10 — - -	7 0 „	7 4	0 4	- - -	Attaching carriages.
11 — - -	7 0 „	7 7	0 7	0 5	Boat late.
15 — - -	2 0 a.m.	2 2	0 2	0 19	- ditto.
17 — - -	2 0 „	2 4	0 4	- - -	- ditto.
19 — - -	7 0 p.m.	7 7	0 7	0 10	- ditto.
27 — - -	7 0 „	7 5	0 5	- - -	- ditto.
1 September -	7 0 „	7 10	0 10	0 19	- ditto.
15 — - -	7 0 „	7 9	0 9	- - -	- ditto.
16 — - -	7 0 „	7 9	0 9	0 4	- ditto.
18 — - -	7 0 „	7 20	0 20	- - -	- ditto.
23 — - -	7 0 „	7 16	0 16	0 42	- ditto.
28 — - -	7 0 „	7 42	0 42	0 12	- ditto.
29 — - -	2 0 a.m.	2 45	0 45	0 28	- ditto.
29 — - -	7 0 p.m.	7 15	0 15	0 12	- ditto.
4 October -	7 0 „	7 10	0 10	0 15	- ditto.
5 — - -	7 0 „	7 15	0 15	0 40	- ditto.
6 — - -	7 0 „	7 5	0 5	0 22	- ditto.
7 — - -	7 0 „	7 10	0 10	0 21	- ditto.
8 — - -	7 0 „	7 5	0 5	0 12	- ditto.
10 — - -	2 0 a.m.	2 9	0 9	0 40	- ditto.
16 — - -	7 0 p.m.	7 8	0 8	0 3	- ditto.
17 — - -	7 0 „	7 10	0 10	0 13	- ditto.
22 — - -	2 0 a.m.	2 18	0 18	0 58	- ditto.
26 — - -	7 0 p.m.	7 10	0 10	0 9	- ditto.
27 — - -	2 0 a.m.	2 40	0 40	1 25	- ditto.
29 — - -	7 0 p.m.	7 15	0 15	0 40	- ditto.
6 November -	7 0 „	7 8	0 8	0 33	- ditto.
8 — - -	2 0 a.m.	2 6	0 6	0 5	- ditto.
11 — - -	2 0 „	2 36	0 36	0 47	- ditto.
11 — - -	7 0 p.m.	7 29	0 29	0 31	- ditto.
12 — - -	2 0 a.m.	3 30	1 30	2 13	- ditto.
12 — - -	7 0 p.m.	7 25	0 25	0 14	- ditto.
13 — - -	2 0 a.m.	2 34	0 34	1 23	- ditto.
13 — - -	7 0 p.m.	8 14	1 14	0 33	- ditto.
14 — - -	2 0 a.m.	2 34	0 30	0 35	- ditto.

(*continued*)

DATE.	TRAIN.	Departure from Holyhead.	After Time.	Boat Late.	REMARKS.
1852:	H. M.	H. M.	H. M.	H. M.	
14 November -	7 0 p.m.	7 30	0 30	0 38	Boat late.
15 — - -	2 0 a.m.	2 10	0 10	- - -	- ditto.
15 — - -	7 0 p.m.	7 15	0 15	0 27	- ditto.
16 — - -	2 0 a.m.	2 8	0 8	0 8	- ditto.
17 — - -	7 0 p.m.	7 30	0 30	1 0	- ditto.
19 — - -	7 0 „	7 23	0 23	- - -	- ditto.
24 — - -	2 0 a.m.	2 45	0 45	1 35	- ditto.
26 — - -	2 0 „	2 58	0 58	2 3	- ditto.
26 — - -	7 0 p.m.	7 7	0 7	- - -	- ditto.
2 December -	7 0 „	7 10	0 10	0 14	- ditto.
16 — - -	7 0 „	7 15	0 15	0 25	- ditto.
18 — - -	2 0 a.m.	2 18	0 18	0 55	- ditto.
18 — - -	7 0 p.m.	7 19	0 19	1 28	- ditto.
19 — - -	2 0 a.m.	2 10	0 10	- - -	- ditto.
22 — - -	2 0 „	2 7	0 7	0 15	- ditto.
24 — - -	2 0 „	2 8	0 8	0 13	- ditto.
25 — - -	7 0 p.m.	7 15	0 15	2 23	- ditto.
27 — - -	2 0 a.m.	2 22	0 22	2 35	- ditto.
27 — - -	7 0 p.m.	7 20	0 20	- - -	- ditto.
28 — - -	2 0 a.m.	2 8	0 8	0 25	- ditto.
30 — - -	2 0 „	2 10	0 10	0 37	- ditto.
30 — - -	7 0 „	7 17	0 17	- - -	- ditto.

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936. Have you any return to show the number of times that the railway has caused the delay?—No. I can give you that return without any difficulty.

937. Complaints have been made, on the Irish side of the Channel, of the delay of the mails; and when the persons connected with the boats are asked, they say, "The railway was late on the other side;" have you any return to show the punctuality, or want of punctuality, on the part of the railway?—I could send you such a return in the course of a short time. Captain Skinner will be enabled to put in a complete return as regards the delay of the mails.

938. Mr. *Vance.*] Is not the passengers' luggage generally stowed below?—Not in our boats.

939. Is it left on deck?—On deck, and covered.

940. On all occasions?—Not on all occasions; we have some of it put down below.

941. Is it sometimes stowed below?—Sometimes.

942. And sometimes that is requisite?—In bad weather it is; but in the boxes we suggest there would be no necessity for that.

943. In your proposed arrangements?—In our proposed arrangements.

944. Mr. *Tollemache.*] You told us that you have now power to send over a couple of steamboats in case a telegraphic despatch should be received?—Yes.

945. How many passengers do you think would justify you in ordering a second boat?—If there were more than 100, in bad weather; but in fine weather we could send 150 without any difficulty, just as we did before the opening of the Exhibition, when we had 185.

946. In stormy weather what number of passengers would you think sufficient to justify you in ordering a second boat?—I should not order a second boat for a less number than 150.

947. In stormy weather then you would send over 140 passengers?—As things are, at present, we should send them over in our boat.

William Ewart, Junior, Esq., called in; and Examined.

W. Ewart, Jun., Esq.

948. *Chairman.*] WHERE do you reside?—At Belfast.

949. You are engaged, I believe, in business there?—In the flax business, as spinner and manufacturer, and bleacher.

950. Are you connected with any public body taking an interest in the communication between London and Belfast?—I am chairman of a committee of the town council of mails and mail packets.

951. You have given, I suppose, considerable attention to the subject generally?—I have.

952. Do you consider the postal arrangements satisfactory at present?—They are in a very imperfect and unsatisfactory state.

953. Will you state to the Committee what your complaints are?—Slow speed

speed on the railways, insufficient steamers between Holyhead and Kingstown, and great delay in the Dublin Post-office.

954. Will you state in detail what the particular points are of which you complain?—The points are those I have mentioned; slow speed on railways and insufficient steamers, and the delay at the Dublin Post-office.

955. Are you prepared to recommend any changes?—I have a statement of the present arrangements as between Belfast and London, which I will put in as evidence. By that I find that the mail leaves London at 8.45 in the evening, and arrives at Dublin at half-past 11 the next day; whence it is not despatched till a quarter past seven, arriving at Belfast at about four in the morning, and is delivered at half-past eight.

956. What time does that consume?—Thirty-five hours 45 minutes. Then there is another mail by the five o'clock express train, that gets into Dublin at half-past six in the morning, and remains there till 10, a delay of which we have often complained. It reaches Belfast at 25 minutes past three, and is delivered at 25 minutes past four, after the business of the day is over.

957. Lord *Naas*.] How long is that coming from London?—Twenty-three hours and 25 minutes. One mail leaves Belfast at 40 minutes past eight in the evening, and arrives in Dublin at 20 minutes past five in the morning; is dispatched from Dublin at half-past 12 in the day, and arrives in London at 50 minutes past four in the morning, being delivered in London at about half-past eight a. m. We have another mail which leaves Belfast at 10 in the morning, arrives in Dublin at half-past three, is dispatched from Dublin at seven p. m., arrives in London at 11 a. m., and is delivered about three p. m.

957*. How many hours is that?—Twenty-nine.

958. And how many hours is consumed by the last you have mentioned?—Thirty-five hours fifty minutes.

[*The Witness handed in the following Table:*]

The Postal Arrangements between *London* and *Belfast*, and *vice versâ*, are as follows:

	H.	M.	H.	M.
Leaves London	8	45 p. m.		
Arrives in Dublin, about	11	30 a. m.	14	45
Despatched from Dublin	7	15 p. m.	7	45
Arrives in Belfast, about	4	0 a. m.	8	45
Delivered, about	8	30 a. m.	4	30
			35	45
Leaves London	5	0 p. m.		
Arrives in Dublin, about	6	30 a. m.	13	30
Despatched from Dublin	10	0 a. m.	3	30
Arrives in Belfast, about	3	25 p. m.	5	25
Delivered, about	4	25 p. m.	1	0
			23	25
Leaves Belfast, about	8	40 p. m.		
Arrives in Dublin	5	20 a. m.	8	40
Despatched from Dublin	12	30 p. m.	7	10
Arrives in London	4	50 a. m.	16	20
Delivered, about	8	30 a. m.	3	40
			35	50
Leaves Belfast	10	0 a. m.		
Arrives in Dublin	3	30 p. m.	5	30
Despatched from Dublin	7	0 p. m.	3	30
Arrives in London	11	0 a. m.	16	0
Delivered, about	3	0 p. m.	4	0
			29	0

958. Captain *Duncombe*.] If the mail to Dublin were so far expedited that it should be delivered in Belfast the following evening, would that satisfy the inhabitants of Belfast?—No.

959. Then you do not approve of the plan suggested by Mr. Roney to effect that

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that object?—His plan has been brought before me, but I am not so much acquainted with it in detail as to condemn it altogether.

960. He anticipated the delivery of the London letters in Belfast in about 24 or 25 hours?—Sooner than that, I should think.

961. *Chairman.*] State to the Committee what changes you would recommend?—I would recommend placing on the line steamers able to make the passage in three and a half hours in rough weather. An *average* passage is not much looked at by the Post-office authorities; they will not fix an hour of despatch which would often leave the mails behind; and, therefore, it is the slowest steamer that regulates the despatch. I would also recommend one special Irish mail each way every day: one at 8 p.m. from London, to reach Dublin at 30 minutes past 7 a.m., or earlier, if possible, so that the Belfast mail might be dispatched at 9; and when the Boyne viaduct is opened, letters might reach Belfast in time for delivery at 2 p.m. I think it is much the same as Mr. Roney's proposal.

962. Mr. *Repton.*] That viaduct will not be finished for some time, will it?—The temporary viaduct is already finished, and if the disputes between the auxiliary companies were at an end, it would be immediately opened.

963. Lord *Naas.*] Supposing a letter to be delivered at Belfast at two o'clock in the day time, what time would the answer to that leave Belfast?—The same evening.

964. When would it arrive in London?—It would not arrive till the second morning after.

965. Would that be so under the proposed arrangements?—Yes. By no arrangements could a letter posted in Belfast in the evening be delivered in London the next day in time for business purposes.

966. *Chairman.*] State what other arrangements you would suggest?—A mail from Dublin at 7 p.m., to reach London at 7 a.m., the letters to be delivered about 9 or 10 p.m., and that would require a dispatch from Belfast at half-past one, and then Belfast would be placed within one day of London for practical purposes. I would also recommend the continuance of the five o'clock despatch, or a despatch about that hour from London by the express train. I would also suggest that that train should take up mails at the principal stations along the line down to Holyhead.

967. Captain *Duncombe.*] You propose that when the five o'clock express arrives at Dublin, it should be continued to Belfast?—Just so; it is now kept till 10 o'clock.

968. Lord *Naas.*] What time do you propose that the five o'clock express should arrive in Dublin?—Half-past four in the morning.

969. Do you propose that the letters should be forwarded immediately?—At six a.m.

970. Do you propose there should be a dispatch from Dublin to Belfast at six, and another at nine in the morning?—Another at nine in the morning.

971. *Chairman.*] And one in the evening?—The two I have named would be sufficient.

972. Are there two now?—There are two now.

973. Have you prepared a tabular statement of what you would recommend?—I have; I also suggest the mail from Belfast at nine in the evening, which would arrive in Dublin at about five in the morning, be dispatched from Dublin at 25 minutes past 11 a.m., arrive in London about 25 minutes past 11 p.m., and be delivered the next morning at half past eight by the first delivery.

[*The Witness handed in the following Table:*]

SUGGESTIONS for Re-arrangement of Postal Communications between *London* and *Belfast*, and *vice versâ*.

	H.	M.		H.	M.
Leave London	8	0	p.m.		
Arrive in Dublin	7	30	a.m.	11	30
Despatched from Dublin	9	0	a.m.	1	30
Arrive in Belfast	1	0	p.m.	4	0
Delivered, about	2	0	p.m.	1	0
				18	0

	H.	M.		H.	M.
Leave London	5	0	p.m.		
Arrive in Dublin	4	30	a.m.	11	30
Despatched from Dublin	6	0	a.m.	1	30
Arrive in Belfast	10	0	a.m.	4	0
Delivered, about	11	0	a.m.	1	0
				18	0
Leave Belfast	9	0	p.m.		
Arrive in Dublin	5	0	a.m.	8	0
Despatched from Dublin	11	25	a.m.	6	25
Arrive in London	11	25	p.m.	12	0
Delivered, about	8	30	a.m.	9	5
				35	30
Leave Belfast	1	30	p.m.		
Arrive in Dublin	5	30	p.m.	4	0
Despatched from Dublin	7	0	p.m.	1	30
Arrive in London	7	0	a.m.	12	0
Delivered, about	10	0	a.m.	3	0
				20	30

974. *Chairman.*] Have you considered the effect of these changes on the internal postal arrangements of Ireland?—I have.

975. How would they work together?—They would harmonise entirely, as the plan I have handed in would place Cork, Limerick, Galway, and all the towns along the line of railway within one day of Belfast, and *vice versâ*; that is, the evening despatch from either end of Ireland would reach the other end early the next day, by making some trifling alterations in the evening despatches, and providing also that the six o'clock morning mail were despatched to those places.

976. How would they work in as regards the London despatches?—Admirably; every place would be benefited, and none injured.

977-8. Will you state to the Committee how?—I have given the present London despatches, and it will be seen that the only alteration proposed is a very trifling one, in the night mail,

979. The great object you have at Belfast is to get the morning departure from Dublin accelerated?—It is very much desired.

980. Mr. *Repton.*] What time do you allow for the distance between Dublin and Belfast, when the arrangements are completed?—Four hours, which I consider full time for 112 miles.

981. Lord *Naas.*] Would it be a great advantage if the Belfast letters could be despatched from London at seven in the evening instead of nine o'clock, as they are at present, and that the day train from Dublin should be started rather earlier, so that you would gain almost as much advantage by the one train in the day as you propose to derive from two?—It would depend upon the time that that mail would arrive at Belfast; I should say, if it were much after 11 o'clock in the day, it would be practically of less use than having two mails.

982. You think there would be little advantage gained unless the letters arrived by 11 o'clock at Belfast?—Every minute after that would lessen the value of the mails.

983. Why?—It would be too late for business; people cannot make their arrangements for the day until they receive their letters. That five o'clock mail, or any other mail that should arrive about 11, would be a most useful one for merchants, because it brings nearly all the foreign letters.

984. To what extent do you expect to accelerate the speed of the trains by your proposed arrangements between Dublin and Belfast?—One hour and twenty minutes.

985. What would be the time taken, then, between Dublin and Belfast?—Four hours.

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986. Supposing the despatch between London and Dublin to be brought down to 11 hours, and the mail despatched from London at seven in the evening, and forwarded from Dublin at eight o'clock a. m., it would be possible to have the letters in Belfast by 12?—Yes, and delivered by one o'clock.

987. Do you not think that that would be a great advantage?—It would be a great advantage, no doubt.

988. And a great improvement on the present arrangement?—No doubt a very great improvement.

989. *Chairman.*] Practically speaking, the letters arrive even now too late for business, and probably it would not much signify if they arrived a great deal later than they do?—We can get a letter now from London in one day by that mail, and that is an advantage we do not wish to lose.

990. How?—If it be posted before half-past three at the General Post-office.

991. Lord *Naas.*] When is that delivered at Belfast now?—At half-past four.

992. By the arrangement I have referred to, a letter dispatched from London at seven would be delivered at Belfast at one o'clock in the day?—I have recommended an eight o'clock train.

993. The question of expense being a very important one, if it could be shown that, by a very small additional expense, that could be effected, you think it would be a very great advantage?—Certainly; but the five o'clock express mail costs very little; advantage is taken of the express train that goes down to the North of England.

994. Does it not cost an additional steamer across the Channel?—That must be so at any rate, I think.

995. Do you anticipate no advantage from Mr. Roney's proposal, that a mail should leave London at eight o'clock in the morning?—None.

996. As far as the London letters are concerned?—So far as the London letters are concerned.

997. Why?—In the first place it would bring very few letters, because we must suppose that the letters are sent off the evening before; and those letters that it would bring could not reach Belfast till night; nor could they even reach Dublin till the evening, after business hours.

998. Part of Mr. Roney's proposal was, that those letters should arrive in Dublin in time for despatch by the night mail?—There would be no great advantage in that, because the six o'clock a.m. mail would bring the same letters in time for delivery at 11 a. m.

999. Although you could not expect many London letters, would there not be an advantage gained in the receipt of letters from the manufacturing districts, and from the central districts of England?—I think very little.

1000. Sir *R. Bulkeley.*] You would have the newspapers?—They find their way at any rate. They reach Belfast every morning by the steamers from Liverpool and Fleetwood.

1001. Captain *Duncombe.*] The greatest benefit would be the acceleration of the five o'clock express?—And of the eight o'clock express.

1002. That would enable an answer to be delivered in London the second morning afterwards?—It would bring the course of post, between London and Belfast, and *vice versâ*, down to two days. We could write from Belfast at one o'clock in the day, which letter would be in London the following morning; and that could be replied to by the five o'clock express mail, and we should have our answer back at 11 o'clock on the second day..

1003. So far as Belfast is concerned, the most important object of any is to accelerate the five o'clock express?—It is.

1004. Mr. *Vance.*] In your plan, do you propose no evening mail despatch from Dublin to Belfast?—We could do without it.

1005. Would not that be very unsatisfactory to the merchants both in Dublin and Belfast?—The letters would reach us next morning by 11, by the six o'clock mail train, as proposed.

1006. Would not many of the Belfast merchants be anxious to get their letters from Dublin to Belfast by eight o'clock?—Very few of them get to business by eight o'clock; half-past eight or nine would be as useful as eight o'clock. We should certainly benefit by a night train, but we could do without it; and the balance of interest is very much in favour of the morning mail, that is, if we are to have only one.

1007. Very important towns in the neighbourhood of Belfast would be very much

much inconvenienced by the Dublin mail arriving at Belfast by 11 o'clock only; take for instance such places as Ballymena and Downpatrick, and many other important towns there?—They certainly would, to some extent; but they would be no worse off than they are at present.

1008. Lord *Naas.*] How would the morning despatch, that you propose from Belfast to the towns north of Belfast harmonise with the present arrivals of the Scotch mails?—The letters from Scotland would be somewhat delayed; but those for Ballymena might still be sent off in the morning by the Derry mail.

1009. At what time is that?—At six a.m. But there is a day despatch also which might be altered to suit these changes, and so place Ballymena and neighbourhood within one day of London. As regards Downpatrick, there is already a day mail at 2 10 p.m.

1010. You would not alter that despatch?—No.

1011. That despatch at present, I believe, carries the Scotch mails?—They do, generally.

1012. Sir *R. Bulkeley.*] Would not the letters arrive in Belfast earlier from London if there were a direct communication?—I think not; I think the Dublin and Holyhead route is the quickest to the north of Ireland.

1013. Mr. *Vance.*] Even supposing a communication by railway perfect?—Yes.

1014. Mr. *Tollemache.*] You think then that the Holyhead line would be preferred?—Certainly.

1015. I understood you to say that you were anxious to keep up the five o'clock express, so that you might answer letters from Belfast, sent by that train, by one o'clock the next day?—Yes.

1016. Have you seen Captain Huish's proposed plan?—I have looked over it.

1017. If his plan be carried out, the train would leave London at eight o'clock in the evening, and arrive in Dublin at about seven o'clock, or a quarter before seven?—Yes.

1018. In which case I suppose the letters might reach Belfast by about 11 o'clock?—They could not be delivered before one; nor, indeed, could they arrive in Belfast at 11.

1019. But they would arrive at Belfast about 11?—They would, if they could be sent through Dublin without being sorted there.

1020. Would not that nearly carry out your plan?—I do not see my way through this plan; I think it is too favourable a one to look at.

1021. You do not think it is practicable?—I think it is scarcely practicable.

1022. If it could be carried out, it would give you the accommodation which you have now by the five o'clock train?—It would not give all the accommodation we expect.

1023. *Chairman.*] Have you any other statement which you wish to make to the Committee?—I think it perhaps right for me to state, that to withdraw the five o'clock despatch, substituting the eight o'clock morning despatch, as proposed by Mr. Roney, would be most injurious to the interests of the provinces, north, south, and west. If that scheme were carried out in preference to the one I have proposed, letters from London, Liverpool, Manchester, Limerick, Cork, and Galway, and many other towns, would not be delivered at Belfast before one or two o'clock p.m., and Cork and Limerick would be still worse off.

1024. Lord *Naas.*] Do you not think that a train started at some intermediate time between five, the present time, and 45 minutes past eight, might be so arranged as to carry out all the mails, and confer very great advantages on Belfast, Limerick, and Cork?—Very great, as compared with the present arrangements.

1025. If the question of expense prevented the despatch of the night mails from London, such an arrangement would be accepted as a great boon by the inhabitants of those towns?—That is substituting one mail at an intermediate hour for both. I think I should be prepared to recommend that, if six were the hour fixed on; but, on further consideration, I fear it will not work well, inasmuch as the London merchants would not be disposed to post their Irish letters distinct from their general correspondence.

1026. *Chairman.*] Practically speaking, do not the Irish letters go at a different time now to the general letters?—Many do, but they are obliged to send them before three o'clock.

1027. Would it entail any more inconvenience if that exception were made as

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regards seven o'clock instead of five o'clock?—That does very well where special letters are concerned, but for the generality of purposes, it is thought necessary to have a late mail to carry the news at the close of the markets.

1028. State any single inconvenience that would be entailed by the substitution of the departure of the mail at five o'clock instead of seven, that does not exist at present?—I fear that in many instances it would throw us a day out.

1029. How?—The letters would not be posted till it was too late, and then they would not reach us till the second day after being posted.

1030–31. Is there any greater probability of their being posted late for a seven o'clock departure than for a five o'clock departure?—No; but I reckon upon having an eight o'clock mail to fall back upon, if the letters be not posted for the five o'clock despatch.

1032. Mr. *Vance.*] Merchants in London would probably very seldom post their letters for the earlier mail?—We think if the letters could reach us the next day, our representations would induce them to post in time for that mail.

1033. At present you receive the majority of London letters by the latter mail?—By the later mail; but the bulk of the foreign letters arrives by the early mail; so also do the Liverpool and Manchester letters.

1034. *Chairman.*] Have you anything further to add to your evidence?—I would wish to give you my opinion about an eight o'clock despatch from Dublin in the morning. I think that an eight o'clock despatch from Dublin to London would be, for postal purposes, almost useless, because the letters would reach London too late for delivery, or even for the correspondence from places beyond London, to be passed on by the evening despatches, and the mail proposed to leave Dublin at 11.25 a. m. would answer all practical purposes equally well, and be much cheaper. I would also state that Belfast, Cork, and Limerick, are all in much the same position, and that what will benefit Belfast will benefit those places. I would also recommend that the mails be sorted on board the steamers; I know no good reason against it, and I believe it would give universal satisfaction to mercantile men. I would also recommend special trains between Kingstown and Dublin, and *vice versâ*, for the mail; I think it is improper that the mails of a kingdom should be stopping at petty stations in the way in which they do now.

Mr. *Gustavus Charles Cornwall*, called in; and Examined.

Mr. *G. C. Cornwall.*

1035. *Chairman.*] I BELIEVE you are the Secretary to the Dublin Post-office, are you not?—I am.

1036. Have you turned your attention at all to the possibility of improving the present mail communication between London and Dublin?—Not particularly, as the matter has not come before me officially since I have been in Ireland.

1037. Of course you are well acquainted with the details of the arrangements, so far as your own department is concerned?—Perfectly.

1038. Supposing it to be practicable to reduce the time between London and Dublin to 11 hours, could you suggest any improvement in the present arrangements?—I would suggest such an alteration as would insure the arrival of the mail at the Post-office in Dublin not later than half-past six in the morning.

1039. What is the object of arriving so early as that?—To enable us to despatch our mails to the interior of Ireland at an earlier hour than at present, and to effect a combined delivery of the English and Irish letters by the first distribution in the morning. The day mails are now despatched at 10 a. m., and I think it very desirable that they should be despatched at eight or half-past-eight o'clock.

1040. Would it be absolutely necessary, for that purpose, that the mail should arrive at Kingstown as early as you mention?—I think that is the latest time at which it should arrive at the Post-office; it should be at Kingstown between half-past five and six o'clock.

1041. Do you not think that if some arrangement were made for sorting the letters on board, the extreme time would not be necessary?—No, I do not think it would enable us to despatch the mails earlier; I think it necessary that there should be an arrival at the Post-office not later than half-past six in the morning.

1042. What

1042. What is your objection to the letters being sorted on board the packets?—I do not think it would accelerate the matter.

1043. Lord *Naas.*] Are bags made up on the English railways for the different provincial towns?—No.

1044. Mr. *Repton.*] Is there a travelling Post-office between Chester and Holyhead?—Not at present.

1045. Lord *Naas.*] When the Post-office van is established between Chester and Holyhead, do you think there will then be any necessity for this great delay in the Dublin Post-office?—I do.

1046. Why?—On account of the letters coming from the country parts of Ireland, to be sorted in the Dublin Post-office, which we could not get through before that hour; as it is, we do not despatch the mails until 10 o'clock, and it would be a great improvement if we could despatch them by half-past eight.

1047. Have you any Post-office carriages in Ireland?—Not any.

1048. Is it proposed to establish them?—No.

1049. *Chairman.*] Why should you not have some in Ireland?—I do not think it necessary.

1050. Would they not clearly accelerate the postal arrangements?—I do not think the correspondence would justify the expense of establishing railway Post-offices in Ireland.

1051. You consider it would be beneficial, but it is a matter of expense?—It is a matter of expense.

1052. By increasing your staff at Dublin, could you not despatch the mails earlier?—Yes; we could do anything if we increased the staff.

1053. Lord *Naas.*] You say that it is necessary that 3 ½ hours should elapse between the arrival at Kingstown of the English mail and the dispatch from Dublin of the letters for the north?—We require at the Post-office 1 ½ hour to sort the letters and to despatch them.

1054. That would make three hours between the arrival at Kingstown and the dispatch to the railway terminus for Dublin?—You cannot limit the time too much, or the railway trains would occasionally leave without the mails. We always give a little law where packets are concerned, for casualties and rough weather.

1055. *Chairman.*] When you talk of expense and of economy, could you not suggest a much cheaper arrangement than exists at present?—I think we observe economy as much as possible at present.

1056. Do the company start a railway train on the arrival of the mail at Kingstown?—No, they do not; they only start half-hour trains, and if the steamer should be three minutes too late for the train, it is delayed half an hour; the train will not wait a minute after the regular time for the mail.

1057. Do you consider it very desirable that they should do so?—Very desirable.

1058. Would that entail additional expense?—I suppose the railway company would demand something additional for running an express train with the mail.

1059. Captain *Duncombe.*] As it is now, there is no mail train on the Kingstown and Dublin line, so that if the mail arrives five minutes after one train, it has to wait for the other?—If it arrive five minutes after six o'clock, it must wait for the train at half-past six,

1060. *Chairman.*] Is the mail service generally regularly performed between Holyhead and Kingstown?—It is not; regularity is the exception, not the rule.

1061. Are you aware of the cause of that irregularity?—The day mail is due Holyhead at 25 minutes past 12, and on an average of five months it has been late an hour each day.

1062. Mr. *Vance.*] That makes a corresponding delay then in the time that it is due in Dublin?—No doubt of it; the night mail is due at Holyhead at 5.49 a.m., and the average arrival for five months has been 6.42, or nearly one hour after the proper time.

1063. The unpunctuality of the railway is greater than the unpunctuality of the steamers?—It is.

1064. Which do you think is the most uncertain?—The average cross channel passage for five months of the night mail has been five hours seven minutes, but the railway is the most irregular of the two.

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1065. What is the contract time?—Four hours 40 minutes, I believe, for the cross channel service.

1066. From what five months are you taking the average?—January, February, March, April, and May of this year.

1067. What is the excess of average time over contract time in those five months?—It would be 27 minutes.

1068. The steamers have exceeded their contract time by 27 minutes, on an average?—They have; they say it is the fault of the railway; the railway is very constantly late at Holyhead.

1069. Captain *Duncombe.*] What steps do you take in the Post-office at Dublin when the mails are late?—The mail service communication between London and Kingstown is all managed in the London Post-office by Colonel Maberly.

1070. Do you send any returns to the General Post-office?—Periodical returns of the arrivals are sent, and it rests with the London Post-office to take such notice as they think proper of the delays.

1071. Lord *Naas.*] From whom did you procure the information of the length of the passage of the steamers?—From the superintending president of the inland department of the Dublin Post-office.

1072. Does that delay tend materially to disarrange the arrangements of the Dublin Post-office, and prove a source of inconvenience?—Certainly it has delayed the delivery of letters in Dublin, otherwise it has not been a great inconvenience, as the day mails are not despatched till 10 o'clock; but if we alter the despatch of the day mail to an earlier hour, great inconvenience will result.

1073. If you maintain the margin that you propose between the arrival in Dublin and the dispatch of the mails, it would be impossible?—If there are to be the same irregularities it would be quite impossible, because the day mails would go off without the English letters. I am presuming that regularity would in future be observed with any alteration that is made.

1074. *Chairman.*] If the irregularity were done away with, even without any great increase of speed, could you not despatch the out-letters from Dublin earlier?—I think we could.

1075. How much earlier?—We might dispatch them about half-past eight instead of ten o'clock in the morning.

1076. Would you suggest any alteration in the departure of the mails from London?—I would suggest, as I stated in the early part of my examination, such an alteration as would insure an arrival at the Dublin Post-office of the mail not later than half-past six in the morning.

1077. Captain *Duncombe.*] If the London mail arrives in the Post-office in Dublin at half-past six sorted, could you not get your morning mails out?—No; we have the bulk of the Irish correspondence to sort and to send with the mails.

1078. That would not arise with the Holyhead mail?—No.

1079. You would sort them independently of the Holyhead mail?—They would all be despatched at the same time.

1080. What is to prevent your getting off the day mails, if the London mail arrive at the Dublin Post-office at half-past six?—I do not think we could sort the letters for the whole of Ireland and despatch the day mails before the hour I have stated.

1081. Lord *Naas.*] What time do the provincial letters arrive in Dublin Post-office?—Between five and six in the morning.

1082. *Chairman.*] Could you sort them in a sufficiently short space of time to despatch them at eight o'clock?—I think we might do, so if regularity were observed.

1083. Captain *Duncombe.*] That would of course alter your opinion of the Post-office, if the English letters arrived ready sorted?—It would.

1084. Lord *Naas.*] Does the irregularity which you have spoken of extend also to the mail which arrives in Dublin at 11 o'clock of the day?—It does.

1085. Mr. *Tollemache.*] That irregularity has increased of late, has it not?—I think it has. I only called for this return since the Committee was granted.

1086. You have no return to show whether the irregularity has been of late, or whether it has existed for some time?—Colonel Maberly can produce a return of the kind, but irregularity has existed ever since the present contract was entered into with the City of Dublin Steam Packet Company.

1087. Captain *Duncombe.*] How often do you send these periodical returns to the General Post-office?—Once a month.

1088. Upon

1088. Upon any special occasion, do you send in a special report to the London Post-office?—We do not.

1089. Mr. *Repton.*] Have you ever complained to head-quarters of the irregularity?—I think I did so immediately after I arrived in Dublin. I recommended an alteration with regard to the delivery of letters in the morning, by which a saving was effected, and at that time I mentioned the circumstance that more might be done if regularity were observed in the arrival of the packets.

1090. Captain *Duncombe.*] Do you think that your staff in the Dublin Post-office is sufficient?—Quite so.

1091. *Chairman.*] Do you set any value upon a morning mail to Dublin?—None whatever.

1092. Would it be of no consequence to Ireland?—Not any.

1093. Not even if the mail were very considerably accelerated, so as to bring it into Dublin earlier?—You could not bring it earlier than half-past seven; that would be useless for Post-office purposes; it is quite unnecessary to have a distribution of letters in Dublin between eight and nine at night, and the departure of the mails to the country could not be delayed later than they are at present, which is at seven o'clock; and if you have such a mail as that coming in, you must delay the departure till nine o'clock.

1094. Lord *Naas.*] What would be the objection?—In the extreme parts of Ireland, as it is, they have not more than one hour and a half or two hours to reply to their letters, and you would throw them back 24 hours.

1095. What parts do you allude to?—From such places as Larne and Glenarm, Coleraine, Ballymony, Newtown Limivady, Letterkenny, and others.

1096. Great advantages would be gained by the large towns?—You would not sacrifice the whole country for two or three large towns in Ireland.

1097. Mr. *Vance.*] Do you think that the mercantile interest of Dublin would be very much dissatisfied at the delay of the despatch of the mail from Dublin until nine o'clock?—I do not think the inhabitants of Dublin would; it would be a convenience to them, but very great inconvenience to many of the extreme parts of Ireland.

1098. Of course, if the correspondents of the Dublin merchants were inconvenienced, they would complain?—Yes, no doubt; but they are satisfied with the present arrangements; we have no complaints from them.

1099. Lord *Naas.*] Could not the mails in the North of Ireland be considerably accelerated under present arrangements?—I think it possible to do so.

1100. Is it not the practice in Ireland, in some instances, to send mails by the old roads where there are railways running to the same point?—There are instances; one of them is the Limerick junction, to Limerick, on which a large saving of expense was effected; the railway train arrived there at one o'clock in the morning, and the mail-cart arrives there at four; Mr. Hill effected a saving of 3,100 *l.* a year by the alteration.

1101. *Chairman.*] On that occasion, does not the difference between the arrival at Limerick of the mail-cart and the arrival of the railway train make considerable difference to the district beyond Limerick?—No; it does not make much difference. No great inconvenience resulted from it, but a large saving of expense was effected, which induced Mr. Hill to adopt that course.

1102. Lord *Naas.*] Is there not another case in which the railway does not carry the mail; to Carlow and Kilkenny?—I think that is so.

1103. Is that a large district of country?—It is; but the railway companies generally demand such enormous payments that, willing as we are, we are unable to send the mails by railways.

1104. Is it in consequence of the exorbitant demands made by the railway companies that these regulations have been adopted?—Just so.

1105. *Chairman.*] Is the foreign and colonial correspondence with Ireland very great?—The American correspondence is enormous, and the Australian has increased very much. The last mails from Australia brought in upwards of 900 registered letters containing property, which was an unprecedented thing.

1106. Can you give the Committee any idea of the number of letters which usually come in by the American mail?—The American mail brings in about 12,000 letters, and the last mail to America took out 17,000.

1107. Sir *R. Bulkeley.*] Do they go by Liverpool?—By Holyhead and Liverpool.

1108. *Chairman*] Is the capital derived from that correspondence placed to

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the credit of the Irish Post-office?—No, it is carried to the account of the London Post-office; we do not keep accounts in Dublin with any foreign country.

1109. In any calculations of expense as regards the Irish Post-office, it will labour to a certain extent under a disadvantage?—Just so; the American mail from Ireland is almost equal to that from England and Scotland put together.

1110. We ought to have a much larger sum placed to our credit than we have?—Yes.

1111. Lord *Naas.*] Do you refer to the amount, or to the correspondence?—To both.

1112. What is the charge to America?—The postage is 1*s.*

1113. *Chairman.*] The revenue upon that would amount to a very large sum?—No doubt.

1114. Mr. *Vance.*] Is not the postage more than 1*s.* to the interior of America?—I think not.

1115. Lord *Naas.*] In looking over the returns of the revenue arising from the Irish Post-office, no credit is given for the American correspondence?—None whatever.

1116. Or for any other letters except those forwarded to England and Scotland?—Except those forwarded to England and Scotland.

1117. Mr. *Tollemache.*] I understood you to say, that if the mail be despatched from Dublin as late as half-past eight, it would put parties living in certain towns of Ireland to great inconvenience?—Yes.

1118. Mention them?—Larne is one town, and I have mentioned others in the early part of my evidence.

1119. What distance is Larne from Dublin?—I cannot say.

1120. Would not that inconvenience be removed by making the time occupied in the carriage of mails from Dublin to that town less than it is at present?—I do not think it could be very much reduced.

1121. Are the mails now carried in the most expeditious way from Dublin to these towns?—They are sent by railway to Belfast, and thence by mail car to Larne, &c, &c.

1122. We have been told that the time occupied between Dublin and Belfast will be considerably reduced?—The mails, for that reason, will not arrive earlier in Larne, &c. &c., because we cannot despatch the mails before six in the morning from Belfast, so as to include the Scotch correspondence, to which the inhabitants of these towns attach more importance than to the English correspondence.

1123. Lord *Naas.*] The last witness stated that it would be a great advantage to the large towns of Cork, Limerick, and Belfast if the mail were despatched at six a. m.; are there any Post-office objections to that?—Very great.

1124. Name them?—We should not have any letters to send by mails despatched at such an hour.

1125. If the departure of the mails from the provincial towns was earlier than at present, you would have a large number of letters?—We could not have any of the English correspondence; if you alter the despatches, so as to bring them from the interior into Dublin at two or three o'clock in the morning, probably such a despatch might be made.

1126. Letters leave Cork at 45 minutes past nine in the evening; if they were dispatched at half-past seven, that would bring the Cork letters into Dublin early enough to dispatch them by the six o'clock mail, would it not?—By altering the mails throughout the whole of Ireland, it could be done; but I do not think it would be at all desirable, or that the advantages would compensate for the great inconvenience which would be the result of such an arrangement.

1127. What inconvenience would result?—The time for answering the letters would be curtailed to so great an extent, that I do not think the inhabitants in the interior would agree to it.

1128. It would curtail the time for answering the letters beyond the larger towns?—And in the great towns also.

1129. *Chairman.*] Have you any returns with reference to the mail-boats previous to the contract with the existing company?—I have no doubt that such returns could be obtained upon application to Colonel Maberly.

Mr. *James Owen Binger*, recalled; and further Examined.

Mr. J. O. Binger.

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1130. Sir *R. Bulkeley.*] YOU have heard the evidence given; can you explain to the Committee why these great irregularities exist on the railway?—I cannot; I was not aware of it.

1131. You acknowledge the fact?—I am not aware of it. I will be prepared with a return of the actual arrivals. I have no doubt that there have been great regularities; but I was quite astonished to hear the average delay stated by Mr. Cornwall.

1132. It is perfectly well known that the railway trains have been very irregular?—Very.

1133. Can you state why that is the case?—In consequence of the injury done to the London and Birmingham line by the floods.

1134. Would that make a difference of an hour?—They have altered their time, allowing 25 minutes more than they formerly did. The English Post-office, I think, has given 25 minutes more to one mail, which, instead of starting at 3.9, starts now at 3.30.

1135. Do you contract to carry the mail on the Chester and Holyhead Railway?—Yes.

1136. Have you ever been mulcted?—We have never been mulcted; we have had inquiries made as to the delay.

1137. *Chairman.*] Are you liable to any penalty?—I am not aware, but probably we are.

Mr. *G. C. Cornwall*, recalled; and further Examined.

Mr. G. C. Cornwall.

1138. *Chairman.*] ARE you desirous of making some further statement to the Committee?—I believe the Committee has been informed that the night mail from London is the important mail to Ireland, as containing the bulk of the correspondence. Such is not the case; I have had returns kept, and the correspondence by the night mail amounts to 12,950 letters, whereas the correspondence by the day mail reaches 18,476.

1139. Lord *Naas.*] Is the five o'clock despatch the heaviest mail?—By far the heaviest mail, and carries the important correspondence, and nearly all the foreign correspondence.

1140. Could you inform the Committee by which mail the great proportion of the London letters is despatched?—By the five o'clock day mail.

1141. The five o'clock mail takes all the foreign letters, and the great bulk of the London correspondence?—It does.

1142. Mr. *Vance.*] Does the five o'clock mail take the letters posted in England in the country, and which pass through London for Dublin?—It does.

1143. Captain *Duncombe.*] The returns you gave in of the times of the mail being late are for the first five months of this year?—Of this year.

1144. Lord *Naas.*] Can you inform the Committee which is the heaviest mail that leaves Ireland for London?—The mail which is dispatched at 12.20 p.m. from Dublin conveys about 17,000 letters; that dispatched at 6.50 p.m. only conveys about 7,700 letters.

1145. That is the most important from Ireland?—It is; it takes the bulk of the Dublin correspondence.

1146. *Chairman.*] Have you any further statement that you would wish to make?—One of the mails in each direction between London and Dublin, affords a late despatch in the evening from London and Dublin respectively, and the other mail in each direction affords a delivery the first thing in the morning in London and Dublin respectively. Provided the principle of a fixed early delivery at each end, and a fixed late despatch from each end be maintained, any time that can be saved on the road, either by increasing the speed of the trains, or by employing faster packets, must of course be looked upon as a desirable improvement, so far as Post-office purposes are concerned. The amount of time which it is possible to save on the railway by the mail train leaving London for Holyhead at 8.45 p.m., and by the train reaching London from Holyhead at 4.50 a.m. is, however, I am informed, somewhat limited, owing to the necessity of maintaining the present general junction of the inland mails at Tamworth, at which point the Irish letters for and from a large part of the kingdom are picked up and

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delivered. If you overrun this junction, the letters for Ireland from the greater part of England, except London itself, would be left behind, and *vice versâ* on the return journey from Ireland. With respect to the mails leaving London for Dublin at 5 p.m., and Dublin for London at 7 p.m., I have reason to believe that there are no such important junctions to be effected, and any time which can be saved on the road, provided you maintain the present early arrival in Dublin, and the present late dispatch from Dublin would, of course, be a very important improvement; but I believe that it would render the train in both directions between London and Holyhead, or at any rate between London and Crewe, special, and would, of course, be attended with a considerable expense, of the amount of which I am not able to form any estimate. For Post-office purposes, the most satisfactory communication to the public, between any two distant points, is that which affords as late a dispatch as possible in the evening from the one end, and as early an arrival as possible in the morning at the other end. This is found to be the general desideratum with respect to the main postal communication between any two cities, and especially with respect to the communication between London and all the large cities and towns in the kingdom; but, of course, the distance from London does not render it possible in all cases. I will merely add, that an acceleration is about to take place from 1st August next, with regard to the night mail from London, which now arrives in Dublin at 12 o'clock; after 1st August, it will arrive at 11 in the morning.

1146*. At what hour would the mail-boat leave Holyhead under those circumstances?—It would be altered to correspond.

1147. It would leave at five o'clock in the morning?—An hour earlier than it does now.

Mr. *Robert M'Calmont*, called in; and Examined.

Mr. *R. M'Calmont.*

1147*. *Chairman.*] ARE you a Merchant residing in London?—I am, with connexions in Ireland.

1148. I believe you have turned your attention to the subject of establishing large boats for the mail passage between Holyhead and Kingstown, have you not?—The want of accommodation has forced the subject on my attention.

1149. Have you considered the Post-office part of the question?—As it appears to me, the Post-office part of the question must be kept separate from the other; the different parts would not fit into each other, according to my view of the matter.

1150. You think that if we are to have these large boats they must run by day?—I think so. I think the greater part of the Post-office duties in the Channel must be done at night, according to any arrangements I have heard suggested. I believe that as the Post-office arrangements must be made to fit the longest passages, under ordinary circumstances, and as it is probable that prudence would prevent those passages being made on all occasions, even with boats of unlimited power, at more than 12 knots an hour or thereabouts, the present contract with the City of Dublin Steam Packet Company appears to provide for the performance of the service sufficiently, if the contract be rigidly enforced.

1151. Have you consulted any practical men on the subject of providing large boats for the day passage?—I am informed that there is no difficulty in accomplishing, with tolerable regularity, a speed of 25 miles an hour, except on the ground of expense.

1152. Would not the establishment of such boats be enormously expensive?—Not enormously expensive; the cost is somewhat exaggerated in many of the opinions that have been expressed upon it.

1153. Have you any estimate to submit to us?—I will hand one in hereafter.

1154. Lord *Naas.*] Do you say it would not be safe for those large boats to cross this Channel by night?—That is my impression; but I am not so competent to speak upon the subject as seamen.

1155. Do you think that it would be more dangerous for those vessels to cross the Channel than it is for the large American steamers?—They are not obliged to perform this part of their service with extreme punctuality. It is not the size of the steamers that is the point of danger, it is the speed on all occasions on dark nights in a crowded channel; I come to the conclusion that it is dangerous, from observing in a great many cases of lawsuits arising out of collisions, the

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Court of Admiralty has condemned the vessels going at high speed in thick, dark weather. When vessels are condemned for the consequences of going recklessly at a speed of 12 miles an hour, we may conclude that the maritime community would not tolerate 20 miles an hour on dark nights in the Irish Channel.

1156. There would be greater danger in going at this speed in thick weather by day than there would be in fine nights?—On some occasions there might be delay; but it would not derange the Post-office of the country if there should be a delay of an hour or two a dozen times in the year in the passenger service.

1157. *Chairman.*] Have you considered any plan by which the scheme of having these large vessels for the day passage could be carried out?—I presume there is no possibility of the Government giving assistance to anything of the sort, unless it was combined with Post-office purposes.

1158. Have you considered any plan on which you think it could be done independently?—In combination with the present Railway Bills before Parliament, I think it ought to be taken into consideration. I believe that the Chester and Holyhead Railway Company, in alliance with the London and North Western Railway Company, and a large number of other railways, have a scheme for forming an amalgamation of railways representing a capital of, I believe, 60,000,000*l.* Captain Huish and other organs of those companies always contend that the terminus of their railway is virtually in Dublin. If Parliament should eventually sanction this amalgamation, stipulations will of course be made for the protection and accommodation of the public; and amongst others, it appears to me both expedient and perfectly equitable that the companies should be required to introduce, as a part of their comprehensive system, the best possible communication with their terminus at Kingstown. This idea was partly suggested to me through the consolidation of the Grand Trunk Railway Company of Canada, which comprehends in its 1,200 miles of railway a bridge across the St. Lawrence, costing about a million sterling, the expense of which is diffused over the whole system, on the same principle that I propose the expense of a superior class of steamers to Ireland should be diffused over the London and North Western system, with a contribution from the Irish railways.

1159. Lord *Naas.*] Does your plan depend upon the amalgamation of the great companies?—It would naturally be the duty of the Chester and Holyhead Railway to provide the communication; but it might come too heavy upon a small line, although it would be a very trifling expense when diffused over an extensive system of railways.

1160. Does your suggestion amount to this, that in case Parliament should be disposed to sanction an amalgamation of the great railway companies, a clause should be inserted in the Amalgamation Bill obliging them to provide these large steamers for the Dublin and Holyhead traffic?—Exactly so; and defining what those steamers should be.

1161. *Chairman.*] Do you mean railways unconnected with the direct line of communication on either side?—None of the railways forming part of the alliance, which includes the Chester and Holyhead Railway, can be considered railways unconnected with that line.

1162. Are they all more or less interested?—Certainly; if they bring a passenger across from Ireland, he perhaps makes several digressions, and brings a great deal of traffic to the whole system, and pays a considerable amount of fares to their whole system.

1163. Lord *Naas.*] Can you give us any information which induces you to believe that these great companies would be inclined to combine for the establishment of large steamers, even without an amalgamation?—I have had no communication with them. There exist great practical difficulties in obtaining unaminity amongst railway boards; but with an amalgamation scheme those difficulties would be greatly removed.

1164. Are you aware that there are serious objections to an amalgamation of these great companies?—I have no doubt that Parliament will grant such powers with great caution, and will exact advantages and stipulations on behalf of the public if they do grant them.

1165. Can you suggest any means for the establishment of these large steamers without the proposed amalgamation of the companies?—I can suggest no means, except by the assistance of the railway companies, and I do not think it probable that there will be unanimity amongst them in carrying it out, except in connexion with the amalgamation.

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1166. Mr. *Vance.*] Whom do you expect to contribute to this plan, the London and North Western, or the Chester and Holyhead Railway, if they are amalgamated?—The whole amalgamation, whatever it be, that whatever confederation of railways may be incorporated with the Chester and Holyhead and the London and North Western Railways as one company, the expense should rest upon that incorporation. But this is merely a suggestion, I have had no communication with the parties. The Chester and Holyhead Company are not, I believe, technically included in the proposed amalgamation, but, as a satellite of the London and North Western Company, they are virtually included.

1167. *Chairman.*] Do you not think that there would be a better chance of getting the service performed if the Chester and Holyhead and the London and North Western, and some of the Irish railway companies were to combine?—If they voluntarily combined that would answer the purpose; but scattered as they are at present it is impossible to treat with them.

1168. An Act of Parliament would be necessary for that purpose?—An Act of Parliament would be necessary even for that purpose; but if Parliament do not sanction the amalgamation that is sought for, or something like it, I can suggest no other plan, except the railway companies co-operating with each other in promoting the object desired.

1169. Mr. *Vance.*] Do you know the speed of the Cunard steamers in the Channel?—They never much exceed 12 or 13 knots at any time, or under any circumstances.

1170. Their average speed across the Atlantic is greater than that, is it not?—I should think not. Their average speed is not much more than 11 knots.

1171. Is their speed in the Channel less than across the Atlantic?—Generally the same in the Channel as on the Atlantic; but they think nothing of losing an hour off such a place as Holyhead, in very thick weather. The Cunard steamers sometimes go by the North of Ireland, one inducement being the less quantity of shipping that they are likely to meet with there. I can conceive nothing objectionable in such a clause as the one suggested being inserted in the proposed Amalgamation Bill, the interests of the public and of the railways being identical in augmenting their traffic with Ireland.

Mercurii, 8° *die Junii,* 1853.

MEMBERS PRESENT.

Mr. H. Herbert.	Mr. Tollemache.
Sir R. Bulkeley.	Captain Duncombe.
Lord A. Hervey.	Mr. Repton.
Mr. Fox.	Mr. Vance.
Mr. Fortescue.	

HENRY ARTHUR HERBERT, Esq., IN THE CHAIR.

Oliver William Lang, Esq., called in; and Examined.

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1172. *Chairman.*] YOU are Master Shipwright at Pembroke Dockyard?—Yes.

1173. You have had great experience in the construction of steam-packets?—Yes; amongst others I designed the "Garland," the "Banshee," the "Vivid," and the "Irene," which are about the fastest vessels of their power afloat.

1174. Have you lately given your considersation to the construction of a vessel such as would be adapted for an express day service between London and Dublin by way of Holyhead?—Yes; I commenced some calculations to ascertain what could be accomplished by a vessel of enlarged dimensions, with proportionate power, and finding that it would be necessary to complete the drawing, to state this with any degree of accuracy, I did so, and when I had completed the drawing, I found the results to exceed the expectations which I had formed.

1175. What sized vessel, and of what power do you propose; and what speed

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do you find can be obtained?—I should recommend a vessel of the size and power which was mentioned last year at a meeting of Peers and Members of Parliament, and other gentlemen connected with Ireland, which was held at the King's Arms Hotel, Westminster; I think the dimensions are 400 feet long and 40 feet wide.

1176. What power do you propose?—One thousand six hundred horse nominal, to work up to about five times, or about 8,000-horse power by the indicator.

1177. What speed do you calculate can be obtained?—About 25 statute miles per hour. The weight of the hull would be about 1,300 tons, and the engines about 1,200. I have allowed for stores, coals, &c., about 200 tons more, which would make a displacement of about 2,700 tons. The vessel in the proposed drawing will require a draught of 13 feet water, but I should recommend to have all the draught of water that could be allowed. One of the great objects is to obtain a steady, easy vessel; a great draught of water, of course, would conduce to that object; but I have designed a vessel of 13 feet water on purpose to meet any objection as to the speed being attainable at this draught of water.

1178. Mr. *Fox*.] Can you tell the Committee what tonnage that makes?—The builder's tonnage will be 3,200.

1179. *Chairman*.] Have you the drawing to which you have referred?—The drawing is unfortunately on board the lighter, with some of my furniture, on its passage from Chatham to Pembroke; but the memoranda I have given you now are pretty nearly all that are essential to carrying out the object of the drawing. If you wish to have it furnished, I can let you have it in a short time after I return.

1180. Have you any objection to permit the drawing to be given?—None, if you think it would conduce in any way to the objects of the Committee.

1181. Would the vessel you propose be built of iron?—I should not recommend her being of built of iron, because I have found that our wooden vessels, built on the plan of the "Banshee," the "Vivid," and the "Garland," have exceeded in speed all the iron vessels that they have had to contend with. You cannot build an iron vessel, of the same strength, as light as a wooden vessel built on the diagonal system.

1182. Are the Committee to understand you to say, that an iron vessel is not stronger in proportion to her weight than a wooden one, and consequently faster?—Certainly not; for in all the trials which have been made with anything like proportionate power, a wooden vessel built on the diagonal principle has beaten the iron vessels. For instance, particularly, the trials of the "Garland," with the "Onyx," and the "Violet," all three vessels having similar engines on board, and being vessels of similar dimensions; the "Onyx" and "Violet" were built of iron, the "Garland" was built of wood; and the "Garland" was from half to three-quarters of a mile an hour faster than either one of them. The "Garland" was designed by myself, and the "Onyx" and "Violet" by Mr. Ditchburn.

1183. Mr. *Tollemache*.] Were they built from the same lines?—No; the design of the "Garland" was my own, and the design of the "Onyx" and the "Violet" was Mr. Ditchburn's.

1184. In order to have a fair trial with vessels, is it not necessary that they should be built on the same lines?—I consider that would have been no advantage to the "Garland," because I think, of course, my own lines were superior. I do not attribute the whole advantage to the form of the vessels, the "Garland" being lighter than the "Onyx" and the "Violet."

1185. From your experience as a shipbuilder, you believe that a wooden vessel would have the speed of an iron vessel, if built upon the same lines?—I do not mean a common vessel; I mean a vessel built upon the diagonal principle, the same system which was practised in the "Banshee," the "Vivid," and several others. An iron vessel could not be built on the same lines, and draw the same water, as a diagonal one.

1186. Was the "Banshee" a wooden vessel?—Yes; a diagonal wooden one.

1187. Suppose a vessel built like the "Banshee," do you believe she would have the speed of a vessel on the same line built of iron?—I do, decidedly; I consider she would be lighter, and consequently faster.

1188. Mr. *Fox*.] She would be lighter, if it were possible to put the vessels into a pair of scales and weigh them?—We can tell the weight just as well as by putting them into a pair of scales.

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1189. Do you mean to say that a wooden vessel would be lighter than an iron vessel?—I am quite certain of it; we have proved it when we had an opportunity of making a comparison.

1190. You think she would be more buoyant?—Yes; and there is another advantage which attaches to a wooden vessel, she has a coppered bottom, which is a better material for passing through water than iron; the copper has a smoother and more slippery surface than iron; and another very great advantage attaching to a copper-bottomed vessel is, that she does not foul so soon.

1191. *Chairman.*] Have those vessels of which you have spoken all been exposed to bad weather, and have any of them shown any weakness?—They have all been exposed to bad weather; they have all been employed in the Post-office service, in which service they put to sea, let the weather be what it may. I believe the "Banshee," on the Holyhead station, and the "Vivid" and "Garland," on the Dover station, have never, from the weather, alone missed a single passage. With respect to the Dover station, I speak under correction; I am not quite so sure on that head; I believe passages have been missed, from the impossibility of getting into or out of the harbour; that is the only cause, if they have been missed. On the Holyhead station, I know the "Banshee" never missed a passage between Kingstown and Holyhead for the three years.

1192. Is it possible to put water-tight bulk-heads into them?—Yes, as easy as into an iron vessel. I do not believe the bulk-heads to be perfectly water-tight in any vessel, but I believe them to be quite near enough to answer the purpose for which they are put there.

1193. Do you consider them equally safe if they get on shore?—Yes. I do not look upon iron vessels as being safe vessels, if they get on shore. If we take the "Birkenhead," the "Duchess of Sutherland," the "Brigand," and the "Guide," as examples, the rapidity with which they have been broken up on the rocks is truly astonishing. We have never had one of the diagonal-built vessels on the rocks; but I should anticipate a very different fate, indeed; I should not expect a rapid breaking up You find that iron vessels at sea, certainly very lightly built, very long and narrow, have broken in halves: the "Eberfelt" was one. There was another, whose name I have forgotten, in the Indian Seas; and a third, going out to Egypt, and that without any warning. It is perfectly certain that a wooden vessel would not do that; a wooden vessel would strain very much, indeed, and show very great symptoms of weakness before she did break up; even a wooden vessel, built on the common plan, would do that; she would show signs of the destruction which was taking place before she went altogether.

1194. Mr. *Fox.*] Then there was the case of the "Demerara"?—She twisted all sorts of ways; but she was built on the common plan. I am speaking of the diagonal system, of such vessels as the "Banshee."

1195. *Chairman.*] Do you consider that a vessel of such large dimensions as you have now spoken of is essential to the efficient performance of the service?—It would be impossible to obtain the same speed with vessels of diminished power and dimensions; besides which, one of the objects is to get rid, as much as possible, of sea-sickness, caused by rolling and pitching, which is notoriously less in a vessel as she increases in size, if equally well constructed.

1196. You think such a vessel would not be liable to break her back?—I should not have the least fear of it.

1197. Would being driven at such a speed as you have described not strain the vessel or drive her under water?—I should anticipate it would not. The vessels to which I have referred have been driven at a very high comparative speed to what the old Post-office packets attained, and they did not strain so much as the old ones. We have not found the "Banshee," the "Vivid," and the "Garland" strain the least in the world. I believe that in those vessels since they have been built, beyond new boilers having been shipped, the hull of the vessel has had no repair whatever. The alteration in the form obviates a great deal of straining which would otherwise take place in the vessel.

1198. Mr. *Fox.*] Do you think the American vessel, which sailed 18 knots an hour through so many consecutive days, was strained?—It was not knots she went, it was statute miles; and I have taken miles, because the rate at which the journey is made between London and Dublin is calculated in miles. If I had taken knots it would have been confounding the two. In rough numbers, there

there is about a seventh difference between knots and miles; that is, the knot is a seventh more than the mile.

1199. *Chairman.*] Supposing, on the ground of cost, it were desired to keep down the dimensions and power, what would you recommend?—I should not recommend the dimensions to be reduced under any consideration. If it were necessary to reduce one of the two, I should prefer reducing the power. In the same sized vessel I am confident we should obtain a higher rate of speed, even with less power, with the large vessel than we should in a smaller one.

1200. Will you state your opinion, whether those vessels could be manageable in the harbour of Kingstown and in the new harbour of Holyhead?—I can see no difficulty about it. I have conversed with many of the officers who commanded those vessels, and, of course, I have formed a great deal of my opinions from what they have said.

1201. Can you name any of those officers?—Amongst others, Captain Smithett, commanding the "Banshee" and "Vivid;" Lieutenant Hosken, now in command of the "Banshee;" Mr. Belam, in command of the "Rhadamanthus," he commanded a vessel for twelve months on that station; and Mr. Brown, the master of the "Banshee." Those are the only persons who have been on that station that I have conversed with on this subject.

1202. Would you have any objection to build such a vessel of iron?—I should have no objection to build such a vessel of iron, but I should not expect to realise quite the same speed.

1203. Can you give the Committee any idea of the expense of keeping the hull of so large a vessel in repair?—It would be extremely difficult to form any correct estimate; we have no actual data to go upon. The "Garland," the "Banshee," and the "Vivid," which have been running from six to eight years, have had no repair connected with the hull whatever. In fact, I scarcely know what per centage to say; it would be a very small per centage. Four per cent. seems ridiculously low, but I am confident it is sufficient; I would rather not give an estimate of the cost. There are vessels running in the river, which I look upon as being exposed to harder work than those vessels; and which are knocked about much more than these vessels would be; they have been running 20 years, and are still in existence, and have never had any repair to the hulls. The paddle-boxes and deck have been repaired, but the hulls have never been repaired.

1204. Do you think that a sea-going vessel of 300 feet long, and 1,200 horse-power, working to 4,800 horse-power shown by the indicator, would go 25 miles an hour under any circumstances?—No; I think it would not be possible, under any circumstances, for a vessel of that description to obtain 25 miles per hour.

1205. Do you think such a vessel as you propose could be driven in all weathers without injury?—Yes, except in cases which might occur perhaps three or four times a year, perhaps not so many.

1206. Would not the consumption of coal, to attain a speed of 25 miles an hour, be very extravagant?—When you consider that the expense for one voyage would be about the expense of posting with a pair of horses from London to Dublin, it does seem so extravagant a sum.

1207. What would be about the expense?—I have not the exact price of of coal; I expect the coals would be about 10 *s.* or 12 *s.* a ton.

1208. Mr. *Tollemache.*] What would be the consumption of coals?—That is rather an engineer's question; I speak from information I have obtained from Mr. Penn, that the consumption of coals for each voyage would be about 40 tons. I have taken it at about 10*s.* a ton for the coal, and that would be only 20 *l.*, whereas the expense of posting would be about 26 *l.*

1209. *Chairman.*] What accommodation would the vessel which you propose have for passengers?—I propose to put a very spacious saloon upon deck; the accommodation of sofas and separate cabins below would be very large indeed, and there would be no occasion for any of the passengers to lay on the deck.

1210. Would such a vessel be adapted to carry guns?—She could be made to carry guns, but she would be as unfit for a man-of-war, as a man-of-war would be to run that passage from Holyhead to Kingstown.

1211. Could not she carry troops?—Yes; to a very large amount.

1212. Have you made any calculation of the number of troops which she could convey across the Channel on an emergency?—Yes; she would carry about 2,000.

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1213. Are you aware that many of the boats on the Holyhead station have broken down?—I am aware that some of them have occasionally broken down.

1214. Do you not think that this arose from their being driven too hard?—No, I do not; I think it arose from the accidents which are usual to machinery of all kinds; I do not think they have broken down more than vessels employed on other stations, if so much.

1215. Did the "Banshee" and the "Vivid" often break down?—Never to my knowledge; I can speak with certainty, that neither of them ever lost a passage from any accident to the machinery.

1216. And yet the "Banshee" was driven at as great a speed, if not a greater speed, than any of the present vessels?—The highest speed; and her average speed was greater than that of any vessel on the Holyhead or any other station.

1217. How long would it take to build such a vessel as you propose?—The vessel might be built it less than 12 months, but I think her engines would take a longer time.

1218. Have you had any opportunity of witnessing the performance of the vessels of your own construction in bad weather?—I have been in the Channel, in the "Banshee," in a south-west wind; a harder gale could not well blow; it was on the first voyage of the "Banshee" round to Plymouth. Such was the difference between her and one of our vessels, certainly one of the old ones, but still she had been a very good vessel in her time, and is a good vessel now (I mean the "Lightning"), that she left Dungeness at a quarter before five in the afternoon; we passed at Margate at five o'clock the same afternoon, and passed her about three miles below Beachy Head; such was the difference in our speed, that when we discovered her lights, we thought she was coming towards us; till we had passed her, we thought we had made a mistake in the lights, and had no idea she was going the same way as ourselves.

1219. Supposing the harbour was so small as to make it inconvenient to turn a long ship, would there be any inconvenience in having the ends of the same form with a rudder at both ends?—I should not recommend a rudder at both ends, unless it was absolutely necessary. There are great inconveniences which attend it; perhaps one of the greatest objections would be, that it would not allow you to have the best formed vessel for speed; because if you have a rudder at both ends you must have both ends of the vessel alike, and I should think it would take off from half a mile to a mile an hour from a vessel of this description.

1220. In your opinion, there would be almost a total absence of sea-sickness between Holyhead and Kingstown in bad weather, in such a vessel as you propose?—It would very materially reduce it; I should think it would obviate it entirely, excepting in cases of very bad weather. There is no doubt that sea-sickness is caused by the pitching and rolling of the vessel; and as it would be very materially lessened, of course the absence of sea-sickness would also be in proportion, and the time being lessened as well, would not give the same opportunity for persons to be sea-sick; a person may make a passage of two or three hours without being sea-sick, when in six hours he would be so.

1221. Can you inform the Committee of the comparative sharpness of the proposed vessel and the "Banshee"; do you know the sharpness of Cunard's boats as compared with your proposed vessel?—The angle of entrance made by both sides of the bow of the "Banshee" was about 16 degrees; the angle in this case would be 6½ degrees. I cannot speak with any certainty as to the angle of Cunard's boats. I saw the drawings when I was in the north on the committee on the steam marine last year; they were shown to me by Mr. Steele, the builder, and, judging from the drawings, I should take them to be something above 30 degrees. The old vessels are between 45 and 50 degrees; that is the "America" and "Canada." I have measured that from the drawings; I cannot give the angle correctly of Cunard's boats, never having measured it, but I should consider it stood in this ratio: 6½ degrees the boats spoken of, 16 degrees the "Banshee," and about 30 degrees Cunard's vessels.

1222. What induced you first to go into this subject?—From conversations I had with Mr. M'Calmont on the subject of naval architecture in general; in talking of the rate of speed it would be possible to obtain from a steam vessel if not restricted as to size or power, Mr. M'Calmont first suggested whether it would be possible to obtain 20 miles an hour; he thought it would. To get at anything accurately, it was necessary to make some approximate calculations. I then thought we should be able to get at a speed of 23 miles; but the meeting which

which took place at the King's Arms, in Westminster, which I have mentioned before, induced me to get out a rough drawing, to enable me to make the calculations which were necessary with greater accuracy; and I found that it exceeded my expectations, and that we might reckon safely upon a speed of 25 miles an hour.

1223. Captain *Duncombe.*] Have your expectations been realised in any other manner than on paper?—Yes, in former cases; and all the calculations that are necessary to build a ship are made now; I did not venture to give this result at the meeting which was held at the King's Arms, at Westminster, without being sure of what I was doing.

1224. You have stated that you at present contemplate a draught of 13 feet of water for these large vessels?—Yes.

1225. If a greater draught of water could be afforded, could you improve the form of the vessel?—I could improve the form of the vessel, as far as regarded her easiness at sea, and her steerage in a heavy sea; but I should not be able to obtain any more speed.

1226. Mr. *Fox.*] Would not you obtain more speed under certain circumstances?—Under certain circumstances I should, but not a greater maximum speed.

1227. Sir *R. Bulkeley.*] Would a vessel built on the diagonal system afford as much, or greater accommodation, than a timber vessel built on the old principle?—Yes, very considerably more; from about a foot to 18 inches in the width on a ship of this size, from the timbers being less, and the absence of internal planking.

1228. Would there be any great difference in point of expense?—No; the expense would be very nearly about the same.

1229. Mr. *Fox.*] Would not an iron vessel afford still more accommodation?—Rather more than a diagonal-built vessel; but not in the same proportion as a diagonal-built vessel would afford over one built on the old plan.

1230. Sir *R. Bulkeley.*] Is the "Banshee" the largest vessel you have built on the diagonal principle?—Yes.

1231. Mr. *Fox.*] Have you built some larger vessels?—No; but the Queen's yacht, the "Victoria and Albert" is larger; she is 1,000 tons. The "Valetta," built by Mare, is the largest. She is rather above 1,000 tons, with about the same horse power to the nominal tonnage as the yacht. Then there are two others larger still; the "Solant" and the "Tamar" One was built by White, and one is building by Pitcher. The "Tamar" is from my design; she is 290 feet long.

1232. Mr. *Fox.*] Are they built of mahogany?—Mahogany, oak, and teak.

1233. Sir *R. Bulkeley.*] Is there any vessel built as large as the one you propose?—No, the "Solant" is the largest yet built; she is 280 feet long and about 1,500 tons.

1234. Of what tonnage is this vessel which you propose to build?—About 3,200.

1235. Have you any doubt about her strength?—No; the "Banshee" was almost as large a stride over the "Garland," as this would be over the "Banshee," although not quite. The "Banshee" was more than double the size of the "Garland."

1236. Mr. *Tollemache.*] What was the length of the "Banshee"?—One hundred and ninety feet.

1237. In foggy weather, if you were obliged to lessen the speed of this proposed vessel, would she be at all unmanageable?—Certainly not; she would steer well.

1238. At what rate must she go to have complete steerage way?—She would have steerage-way when the slowest vessel in the world would have steerage-way.

1239. If she left in foggy weather, and she had to go at a much less rate, in your opinion, notwithstanding her size, she would be perfectly manageable?—She would be more manageable than a fuller-built vessel would be at any speed.

1240. How do you think her excessive sharpness would act with a head sea?—She would go much easier through it.

1241. Would she be the wetter from her sharpness, or the drier?—We find the sharp vessels at the same speed drier than the old class of vessels.

1242. Is not the displacement increased by the lengthening?—Yes, if the length is added. You do not, of course, get the same displacement in a sharp ship as in a full one, if the length is the same.

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1243. If a vessel is bluff-bowed, by lengthening the bows, you increase the displacement?—Yes.

1244. Can you tell the Committee what is the length of the longest of Cunard's vessels?—I am not sure, but I think it is nearly 300 feet. I think the "Persia" and the "Arabia," which was purchased by the West India Mail Company from Mr. Cunard, and is now called the "La Plata," are the two longest they have built. I think they are about 300 feet.

1245. Have you seen any of Collins's American vessels?—I saw them in the harbour, at Liverpool.

1246. Are they sharper in comparison than Cunard's?—No; I think the "Arabia" and the "Persia" are sharper than Collins's vessels; but Collins's vessels are sharper than the "Canada" and the "America," and the rest of that class.

1247. Are Collins's vessels as long as those vessels which Cunard has lately built, or about the same length?—I think they are about the same length; if there is any difference, I think it is in favour of Collins's; I think Collins's are rather longer.

1248. Have you ever been in America?—Never.

1249. Have you seen any drawings of vessels on the Hudson?—Yes.

1250. Have you seen the "Oregon," or the "Sir Isaac Newton?"—I have a drawing of the "Oregon," which is the fastest American steamer that has ever been built.

1251. Can you say whether vessels of that great length are found to be perfectly manageable?—I should not have the least doubt about it.

1252. Have you ever heard the greatest speed which could be accomplished by steamers on the Hudson?—They talk of having attained a speed of 24 miles an hour by the "Oregon."

1253. What was her length?—Three hundred and twenty feet.

1254. When was she built?—About four or five years ago; she was burnt recently.

1255. Was she the fastest vessel on the Hudson?—I do not think there was any vessel faster.

1256. Captain *Duncombe.*] Are you acquainted with the harbour of Kingstown?—I can hardly say that I am; I have only been to Dublin once.

1257. Then, you are not prepared to say whether in that harbour there would not be great difficulty in handling these long vessels?—I know there is three times the length; and I judge, from information I have received from those who have commanded ships on the station, that it is not an insuperable difficulty.

1258. Practical evidence has been given to the Committee that there would be great difficulty, both in entering the harbour and handling those long vessels in the harbour; do you know the harbour of your own knowledge?—I do not know the harbour of my own knowledge; but as the entrance to the harbour is three times as wide as the length of the vessel, I cannot think there can be any insuperable difficulty.

1259. In crossing the Channel with these vessels, which you describe of 400 feet in length, and which are to keep up a speed of 25 miles an hour, would not you anticipate frequent collisions and great danger from that speed being kept up?—No. The same thing was supposed when the "Banshee" went on the station at Holyhead. It was supposed from her very high speed that the danger of collision was very much increased, but I do not think there was one single case of collision during the whole three years our vessels ran.

1260. But the speed of the "Banshee" was nothing compared to the speed of the vessels you are describing?—The speed of the "Banshee" was greater compared to that of the old vessels; it was the difference between 9 and 18, instead of 18 and 25 miles per hour.

1261. Would not the danger of collision be increased the more you increased the speed?—In proportion.

1262. And particularly in the Channel?—In proportion it would; but taking the speed of the vessels on the Holyhead station at former times at nine miles an hour, and the "Banshee" at 18 miles, the proportion would not be so great; it would be double in one case, and only about a third in the other.

1263. Would not there be danger of collision when these vessels were crossing the Channel at this great speed in hazy weather, when there are a great many vessels lying to?—There is always the power of reducing the speed of the

the vessel; if the fog was too thick to preserve a good look out, the commander would reduce his speed.

1264. *Chairman.*] It has been stated, that "one of these vessels, at much less than half speed, which we will call between 10 and 12 miles an hour, would be hardly manageable if there was much sea on, or much wind;" is that your opinion?—It is decidedly not my opinion; but that is a question I would rather leave for those who have been in command of these vessels.

1265. Captain *Duncombe.*] Vessels, such as you have been describing, of this great length and speed, although they have been planned and designed by you, have never been tested?—No, nothing larger than the "Banshee."

1266. Do you conceive that, in ordinary weather, in the Channel, these vessels, if they were built and put on the service, would invariably keep their time across the Channel with the mails?—With very few exceptions, I should say within a few minutes.

1267. *Chairman.*] Supposing it were desirable to establish such boats once each day in connexion with an express train from London to Dublin, and supposing the departure to be every morning at eight or nine, and every afternoon about three, how many vessels would you consider to be requisite for the performance of the service?—Two; one vessel would do it all. The express would, of course, leave London in the morning and Dublin in the morning; the vessel leaving Dublin would have several hours to wait at Holyhead, and would be enabled to return again on the arrival of the express train from London. If you had two vessels, you would have one vessel constantly lying by.

1268. Mr. *Fox.*] Taking the well-known and established rules for estimating the power and speed of a vessel before she is built, is there any probability that your calculations would be very far wrong?—No. The result obtained by calculation is very close indeed; the estimate in this case gives something more than this; I have taken off a large margen to allow for contingencies.

1269. Did the "Banshee" verify your predictions?—Within a quarter of a mile an hour; the estimated speed of the "Banshee" was 19 miles, and we got 18¾, within a fraction.

1270. Captain *Duncombe.*] Was the "Banshee" able to keep her time on the passage at that rate?—Her average speed for the whole three years she was on that station was 16 miles an hour, taking all weathers; her highest rate of speed was 18·67, between 18½ and 18¾ miles, making a difference of about 2½ miles an hour between the average and the highest rate of speed.

1271. *Chairman.*] Was 19 miles an hour the maximum speed?—Nineteen miles was the highest estimated speed, and it turned out to be a little under 18¾.

1272. Do you not calculate that 25 miles would be the average speed of the vessels you propose?—No; in this case it is probable that the average speed would be somewhat less. I think the average speed would be from 1½ to 2 miles an hour less; I do not mean the average in fine weather, but I mean the average you will attain from being affected by gales of wind and fogs.

1273. Captain *Duncombe.*] These vessels, being designed to keep up a maximum speed of 25 miles an hour, what rate would you allow to the Post-office for the conveyance of the mails to insure punctuality?—From 22 miles to 23 miles would be the maximum speed that you would insure to the Post-office.

1274. Mr. *Fox.*] The passage would be about three hours between Kingstown and Holyhead?—Two and a half hours would be the usual passage; three hours would be almost the longest passage; you would not exceed three hours, except in extraordinary gales of wind.

1275. What is the distance between Kingstown and Holyhead?—About 63 statute miles. The wind must blow very hard indeed when it reduced the speed below 20 miles an hour.

1276. Captain *Duncombe.*] What do you apprehend will be the consequence if you have vessels going across the Channel at this speed in the night, coming suddenly upon the track of a vessel going down Channel?—A good look-out must be kept. As I understood the proposition, it was merely for a day-passage that the vessels were proposed, merely to run to meet the express trains.

1277. Is not it in winter time a night-passage?—No; the express trains go in the day now.

1278. *Chairman.*] Would the result of a collision be very different, whether

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the vessel was going at 16 miles or 24 miles an hour?—I do not think the result would be at all different, whether the "Banshee" or one of the proposed boats ran into a vessel. If the "Banshee" ran into a vessel, she would cut her down to a certainty. I am not an advocate for a night passage of any kind, but I do not at all anticipate that there would be any greater difficulty in navigating this vessel in the night than in navigating the "Banshee;" and certainly, if a collision took place, in either case it would be fatal to the ship that was run into if they did not see her in time; but they would see her in time; it must be very thick indeed when they did not. I think the greatest proof that it can be managed is, that it was managed with the "Banshee," and all the other vessels upon the station, without having any collision. Vessels were running three years without a single collision taking place, at twice the speed at which the old vessels were navigated.

1279. Mr. *Vance*.] Does a vessel propelled by a screw take a greater depth of water than a vessel propelled by paddle-wheels?—Draught of water is more necessary to get the best result from the screw than to obtain the highest speed of a paddle-wheel vessel.

1280. Do you anticipate that a greater speed will shortly be obtained by screw steamers than by paddle-wheel steamers?—I think not at this high rate of velocity; but at low and medium velocities, the speed obtained by the screw vessel I believe to be greater.

1281. You do not think that screw steamers would answer for the service which is under discussion at present?—I do not think screw steamers would be at all calculated for the service.

1282. Mr. *Fox*.] Has the same power ever been tried in a screw steamer?—The "Fairy" is the only screw vessel I know in which a very high velocity has been obtained with a moderate power; the "Fairy" is 100 horse power, and they have obtained 15 miles an hour; that is a very good velocity; but the difference between 15 and 18½ is very great indeed.

1283. Sir *R. Bulkeley*.] Are not screw steamers which are driven at a high rate of speed more uneasy in the sea-way?—No.

1284. Do not the paddles support them in the sea-way?—The screw steamers roll rather more than paddle-wheel vessels; but when the wind is not right a-head, you have a much better opportunity of steadying the screw vessel with the sails than a paddle-wheel vessel; screw vessels are steadier in certain states of the wind than paddle-wheel vessels, because you can use the sails with much greater advantage.

1285. Mr. *Tollemache*.] Do you know a screw steamer called the "Bengal?"—I saw her before she was launched; she was one of the first I inspected on the northern committee last year.

1286. Has not the "Bengal," being a screw steamer, made the fastest voyage which has been accomplished between Southampton and Alexandria?—She may have made the quickest passage between Southampton and Alexandria, but she has not made the quickest passage between England and Alexandria by a great deal.

1287. Have any paddle-wheel vessels made the passage to Alexandria as quickly as the "Bengal?"—Yes; the "Banshee" has made the passage from England to Alexandria in much less time than the "Bengal."

1288. But the "Banshee" was built upon a different principle. Taking all the paddle-wheel vessels belonging to the Peninsular and Oriental Company, have any of those vessels performed the voyage from Southampton to Alexandria in the same time as the "Bengal," which is a screw-steamer?—I think it was very close; I cannot speak with certainty.

1289. Therefore, so far as the experience of that company is concerned, the principle of the screw appears to be equal to that of the paddle-wheel?—The Peninsular and Oriental Company have no vessel but the "Valetta" that can realise 14 miles an hour in still water.

1290. Therefore, you do not consider that the "Bengal" is the fastest vessel belonging to that company?—No, not by a great deal.

1291. In a sea-way, as you are aware, with paddle-wheels, when the vessel rolls, one wheel is frequently out of the water, and the other too much immersed; do you think that, under those circumstances, the paddles are superior to the screw?—Yes; for all long voyages the screw is decidedly advantageous, as compared with the paddle-wheel. It must be recollected that the "Bengal"

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is not a vessel of anything like so good a form for speed; neither has she power in proportion to the power of the "Valetta;" she is not so fast by very nearly three knots an hour.

1292. But if, in point of form, the "Bengal" was inferior to other vessels, had the screw in that case a fair trial?—It is not a comparison made under similar circumstances.

1293. Mr. *Fox.*] What is the speed of the "Valetta?"—I believe it is 16 miles.

1294. What is the speed of the "Fairy?"—The speed of the "Fairy" was 15 miles.

1295. Captain *Duncombe.*] You consider the screw more in the light of an auxiliary to a sailing vessel, do you not?—I think the screw might with great draught of water obtain very nearly, if not, the same speed as the paddle-wheel.

1296. With reference to the passage of the "Bengal," no positive proof could be adduced from that; would not it depend very much upon how much they had used the screw, and how much the wind had favoured them?—A single passage out and home is very little to be taken as a criterion, except to prove that the ship must be a very good ship to make so quick a passage.

1297. Mr. *Tollemache.*] Your father was an eminent builder at Woolwich; did you ever submit this plan to him?—Yes.

1298. Did his opinion support your own?—His opinion fully coincided with mine.

1299. Your father's opinion supported yours, as to the possibility of building vessels which would accomplish this rate of speed, viz., 25 miles the hour?—I submitted all the calculations I had made, and everything else, to my father, and he was perfectly of the same opinion as myself.

1300. Mr. *Fox.* Which is the most durable, an iron ship or a wooden ship?—Taking all things into consideration, a wooden ship by far.

1301. Have you had any opportunity of noticing the depreciation of iron ships?—After the "Grappler" had been on the Coast of Africa, we were obliged to sell her out of the service.

1302. Is not the African service a peculiarly bad service for an iron ship?—It is a peculiar service for an iron ship. Any iron ship lying still for a length of time is subject to very great deterioration in any climate.

1303. What is the proportion of power to tonnage?—About two-and-a-half, nearly.

1304. You have mentioned 25 miles an hour as the speed to be attained by the vessel you propose; if you had an unlimited supply of money, could it not be made 35?—I do not think I could do anything more in the way of a ship, if you spent any amount of money. I do not know what Mr. Penn could do with the engines.

1305. Supposing you had a large ship, could not you attain a greater speed?—When you speak of a very much larger vessel, other difficulties begin to operate. I do not wish that anything I am saying should lead to the inference that 30 miles an hour is not to be attained.

1306. Did you ever consider the question of the destruction of the "Demerara?"—Yes.

1307. You do not know how she was destroyed?—No; I do not know sufficient to speak with any certainty.

1308. Can you give any opinion of what would have been the situation of an iron ship under similar circumstances?—No; but I think she would most probably have broken up. As to the accident that happened to the "Demerara," I may mention, that in launching the "Banshee," when she was launched about half the distance, she stopped, from the ways sinking, and she remained for three days, with more than a third of the vessel suspended, without any support whatever. On the day of the launch, every exertion was used to get the vessel off the slip, and one means which was used was to attach the "Monkey," a large, powerful tug belonging to the Admiralty, by an 8-inch hawser, to one quarter, and the "Caledonia," a powerful private tug, to the other quarter. Those vessels were backed close up to the stern of the "Banshee," and set on full speed, in doing which they broke the 8-inch hawser eight times, and a 9-inch hawser once. The tide then left her altogether, and she remained till the next tide suspended in that manner, and notwithstanding the endeavours which were made to get her off, she remained in the same position till the third day, (she

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was built by a private builder), and I then insisted upon the launch being removed, and altogether relaid. We found the launch had sunk very considerably indeed; we relaid it, and she was launched without the slightest difficulty. The point to which I wish to draw the attention of the Committee is this: notwithstanding she had laid all this time without any support for one-third of her length, and all this sudden strain had been thrown upon her, and those hawsers broken, not the slightest appearance was shown by the "Banshee" that she had been placed in such a position; there was not the appearance of any strain whatever. Another instance was docking the "Garland," which Captain Smithett commanded; she had a false keel of an inch and a half, and this false keel was knocked off for about 30 feet; we knew nothing of it. The blocks were accordingly laid straight, and when the tide receded from the "Garland," there was an inch and a half left under the keel for about 30 feet, notwithstanding the anchors were at the bow of the vessel. I draw the attention of the Committee to this to show the great strength and rigidity of vessels built upon this principle; the "Garland" was diagonally built. There is no question that any ship, the strongest frigate or line-of-battle ship, would have come down on the blocks, if left suspended for 30 feet; they would have hogged to a considerable extent; they would have altered in form till they touched the blocks.

1309. Mr. *Fox*.] Do you mean a wooden ship?—A wooden ship, built on the common mode.

1310. Your observations do not refer to an iron ship?—No; but I think an iron ship would have done the same.

1311. Mr. *Tollemache*.] Supposing the machinery to cost 96,000 *l*., what do you estimate would be the whole cost of one of those vessels to make her complete?—The cost of the hull of the vessel and the cabins would be 70,000 *l*. or 80,000 *l*.

1312. That would be in addition to the cost of the machinery?—In addition to the cost of the machinery.

1313. Supposing the machinery to cost 96,000 *l*., what would the total cost be to make her complete?—£. 165,000 to 170,000 *l*.

1314. Mr. *Fox*.] How many pounds a ton do you calculate for the hull?—£. 22 for the hull; the rigging is scarcely worth considering.

1315. What do you reckon for the upholstery work?—The upholstery work would not be much, there being only one deck of cabins independently of this cabin on deck.

1316. Captain *Duncombe*.] In your opinion, this vessel might be completed and put on the station for about 170,000 *l*.?—Yes, I should consider that as an ample allowance.

1317. Ready to receive her passengers, with everything found for them?—Yes.

John Penn, Esq., called in; and Examined.

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1318. *Chairman*.] YOU are an Engineer, and maker of Marine Engines?—I am.

1319. Have you been in the habit of supplying the Admiralty with engines?—Yes.

1320. You built the engines of the "Banshee," and "Vivid," did you not?—I did.

1321. Have you seen Mr. Lang's plan for a large vessel, calculated for a passage across the Channel between England and Ireland?—I have.

1322. Have you seen the calculations which he has made with reference to speed?—I have.

1323. Do you consider that his expectations will be realised?—With the permission of the Committee, I will read a letter which I wrote in the expectation of not being able to attend to-day:—"Having seen Mr. Lang's drawing of a steam vessel calculated to make the passage to Ireland at a speed of 25 miles an hour, and being desired by you to give my opinion as to the practicability of what Mr. Lang proposes, I beg to say that, in my opinion, there is no difficulty, except that the expense would necessarily be very considerable. I have no doubt but that a ship constructed according to the design of Mr. Lang, and furnished with the steam-power proposed by him, would accomplish about the speed projected. I would observe that, Mr. Lang having ascertained from me the weight of machinery

chinery which the ship must carry, in order to possess the power required, the calculation of the exact result lies more in his department than in mine. I believe every confidence may be placed in the correctness of Mr. Lang's calculations. In the numerous steam-vessels which he and I have constructed in concert, his estimated results have always been realised in practice, and I see no reason why they should not in the present instance."

1324. Have you made any rough estimate of the cost of such engines as would be necessary for a vessel of that description?—I have made a rough estimate.

1325. What is the amount of that estimate?—About 96,000*l.* per pair of engines.

1326. Would not the working of engines of such large power strain the vessel, or tear her to pieces?—I am of opinion certainly not.

1327. Then in fact, except as a question of expense, you think there is no obstacle in the way of building such vessels as Mr. Lang has described?—I see none whatever.

1328. Mr. *Fox.*] Would you rather put engines of that high power into a wooden or an iron ship?—I find very little difference in iron or wooden vessels of the same shape; I think it matters but little which it is, if they are built upon Mr. Lang's plan; that is the diagonal principle.

1329. Mr. Lang mentioned 1,600-horse power, working up to five times nominal?—Yes.

1330. That might be done as a trial, but do you think it is a thing likely to continue?—I would take care of that; I should give ample means.

1331. With regard to the question of the power of a screw or a paddle-wheel vessel, supposing you had the same amount of horse power in a screw vessel, is there any reason to suppose that a paddle-wheel would go faster than a screw?—The screw depends entirely upon the draught of water, and the paddle-wheel does not.

1332. What would be the difference if you took each vessel under the circumstances most favourable to itself?—I suppose they would be equal. In the case of a screw vessel of large power like this, you must have a great draught of water; I think in this service the screw would not be applicable.

1333. Did you see the "Demerara"?—No, I never saw the "Demerara."

1334. Did you know anything of the circumstances under which she was destroyed?—I am so imperfectly informed that I cannot speak upon it.

1335. According to well-known established rules for estimating the probable speed of a vessel before she is built, is there any likelihood that Mr. Lang and yourself would come to a very erroneous conclusion?—I think not.

1336. Captain *Duncombe.*] You answer for your own department, the machinery?—I do.

1337. Can you say what you would allow for the deterioration of these powerful engines in wear and tear, and constantly at work at a high rate of speed?—£. 6 per horse per annum would cover it well.

1338. Mr. *Fox.*] Do not you think if they were constantly at work, that the boilers would wear out sooner?—I am disposed to think that they would rather wear out earlier by stopping and going, than by keeping all on.

1339. Have you made an estimation of the expense of one of these voyages across the Channel?—No.

1340. Would 5 lbs. of coal per indicated horse power be a fair amount?—It would be ample.

1341. Mr. *Tollemache.*] Do you know at all what the consumption of fuel would be for each passage?—To go and come back you could not reckon less than 100 tons; that would leave a good margin.

1342. What would be the diameter of the wheels?—I must beg leave to decline answering these particulars.

1343. You estimate the expense of one set of engines at 96,000*l.*, is not that rather a high estimate?—Considering the engines in question, it would not be a high price.

1344. Is not 50*l.* per horse-power about the usual calculation?—It is the ordinary calculation; but these engines would be more expensive. I do not think they could be made as they ought to be made, to do the work which I intend they shall do, for less than 60*l.* per horse-power; I would not undertake to make them for less.

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1345. Captain *Duncombe.*] Did you construct the engines of the "Agamemnon and the "Impérieuse"?—Yes.

1346. Have they fully answered your expectations, so far as they have been tried?—Yes.

1347. Mr. *Fox.*] Do you contemplate using oscillating engines in such a ship as that which has been proposed by Mr. Lang?—Yes, they are to be oscillating engines.

1348. Mr. *Tollemache.*] What is the diameter of the largest paddle-wheels you have constructed?—I think about 35 feet to 40 feet.

1349. Are you aware whether any larger wheels have been constructed by any other engineer?—I should think it is possible.

1350. You think it is possible that there may be paddle-wheels of a greater diameter than even 40 feet?—Yes.

1351. Mr. *Fox.*] Were not the wheels of the "Oronoko" larger?—Very likely.

1352. Mr. *Tollemache.*] Can you tell the Committee the diameter of the wheels of Cunard's boats?—No.

1353. Do you know Colllins' vessels?—I have been on board one of them, but I do not know the dimensions of the wheels.

Thomas Lloyd, Esq., called in; and Examined.

T. Lloyd, Esq.

1354. *Chairman.*] YOU are the head of the Steam Department in Her Majesty's Navy?—Of the mechanical branch.

1355. Have you had considerable experience relative to the construction of marine steam engines?—Yes.

1356. Have you also a knowledge of naval architecture?—I paid some attention to it some years ago.

1357. Do you consider that a speed of 25 statute miles an hour can be obtained from a vessel of 400 feet in length, by 40 feet wide, and 1,600 horse-power, on a station like that between Holyhead and Dublin?—I have made the best calculation I can. I have gone into the question carefully, and I find, that if such a vessel performed as well as the "Banshee" she would make 25 miles an hour.

1358. Do you think there would be any damage in the exertion of this large power?—Not at all, so far as the vessel and engines are concerned. There would be danger of course in navigating at that speed, under particular circumstances; but I presume that is not the point which the Committee have in view at this moment. Mechanically, there is no danger that I am aware of.

1359. Would the annual expense of keeping such an engine in order be proportionally more than keeping small ones in order?—I think not; I think 10 per cent. per annum upon the first cost would maintain these engines.

1360. Do you think a sea-going vessel of 300 feet and 1,200 horse power, working up to 4,800 by the indicator, would go at 25 miles an hour?—Certainly not.

1361. Do you know the "Vivid" and "Banshee" steam vessels?—Yes.

1362. Are there any better vessels of their respective classes than those two vessels?—I think none.

1363. Supposing the service required to be performed by the large class of vessels of which we have spoken, and supposing the service be confined to the passage each way in connexion with the express train, starting from Kingstown at eight or nine o clock in the morning, and leaving Holyhead in the afternoon about three or four o'clock, how many boats do you think would be required to maintain such a service?—Two boats would do it.

1364. Do you know Mr. Lang and Mr. Penn?—I do.

1365. Do you consider that on a subject like this there could be any higher authority than that of those two gentlemen?—No; I have very great confidence in both of them.

1366. Mr. *Fox.*] Supposing you had two similar vessels of 1,600 horse-power, one a screw and the other a paddle-wheel vessel, would there be any difference between the speed of the one and of the other?—It would greatly depend upon the draught of water. If you had an ample draught of water, I think the screw and the paddle-wheel would be about equal; I mean a screw and Morgan's paddle-wheel.

wheel. The screw would, in my opinion, beat the common paddle-wheel; but for such a ship you would require a great draught of water.

1367. Supposing a long voyage, in which the immersion at starting would be greater than at the latter end of the voyage, would there then be an equal speed between them?—I think, in that case, the screw would beat the paddle-wheel.

1368. Would the screw beat the paddle-wheel in very rough weather?—Yes.

1369. Mr. *Vance*.] Have you seen the model of Captain Carpenter's double screw?—I am acquainted with it.

1370. Do you think it an improvement upon the present plan?—It is only intended, I imagine, to meet the case of a low draught of water; if I had an ample draught of water, I should prefer one screw to two screws; but if I were compelled to put screws into a vessel in shallow water, I would place a screw under each quarter, which I think would answer.

1371. Is it not the object of the double screw, to which I allude, to enable the vessel to turn in a small compass?—I imagine using one screw at a time would have very little tendency to turn the vessel round; we know perfectly well that with one paddle at work the vessel goes straight ahead, and I think it would be nearly the same with one screw at work.

1372. Do not you think that a vessel which was propelled by this double screw would go straighter in the water?—I should be afraid to give a positive opinion upon that subject; the thing has never been tried except on a very small scale.

1373. If it were desirable that those proposed vessels should be taken by the Admiralty for war purposes, would it not be much better that they should be fitted with screws than with paddle-wheels?—Yes, certainly; a vessel fitted with paddles cannot properly be regarded as a vessel of war at all, her machinery being so liable to be injured by shot.

1374. Mr. *Fox*.] Have you ever heard that not only is it possible to turn a screw steamer on her own length, but that it has actually been done?—Yes; that can be done with one screw; there is no difficulty about it; you have only to work the screw alternately ahead and astern, putting the helm the right way, and the vessel will turn nearly on her own centre.

1375. Captain *Duncombe*.] Has your evidence been given on the supposition that these vessels are to be built of wood, on the diagonal principle, as suggested by Mr. Lang?—I think it equally applies to ships built of iron.

1376. Do you think that all these great advantages and this amount of speed can be as easily attained by vessels built of iron, as by vessels built of wood?—Yes.

1377. Do you attach no importance to Mr. Lang, and his father's opinion before him, as to the ease with which a coppered vessel goes through the water in comparison to an iron vessel?—An iron vessel would go through the water as easily as a coppered vessel, if the bottoms were equally clean; but an iron vessel fouls more readily than a coppered vessel, and so far the coppered vessel has the advantage.

1378. Is there any advantage beyond that?—I am not aware of any.

1379. Have not the engines in the "Agamemnon," the "Impérieuse," and the "Duke of Wellington," fully answered the expectations as to their efficiency?—They have done as well as was expected; the results have been about what was predicted.

1380. Sir *R. Bulkeley*.] What is the highest horse-power of the largest engines?—The engines of the "Duke of Wellington" are of the collective power of 700 horses.

1381. Mr. *Fox*.] Are those simply auxiliary engines?—The speed is 10 knots an hour.

1382. According to the general acceptation of the proportion of power and tonnage, do you call them auxiliary engines?—We do, for we now get a higher speed than formerly.

1383. Supposing there were a graving-dock at Holyhead, would there be any great importance to be attached to the superiority of copper-bottomed vessels?—As far as I am able to judge, I should say no.

1384. You say that a screw steamer can be turned on her length; can a paddle-wheel steamer turn on her length?—No; a paddle-wheel steamer cannot turn at all, and will not answer her helm, until she has way through the water, whereas the screw operates on the rudder the moment it is put in motion. The

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water is forced against the rudder by the action of the screw before the vessel moves ahead.

1385. With regard to stopping a screw steamer and stopping a paddle-wheel steamer, could you stop a screw steamer more quickly than a paddle-wheel steamer?—A paddle-wheel steamer would have the advantage in stopping.

1386. *Chairman.*] Have you made any estimate of the expense of such a vessel as that proposed by Mr. Lang?—Yes; I consider that each vessel would cost 175,000*l.* That was the estimate I made, including the engines. I allow 100,000*l.* for the engines and 75,000*l.* for the vessel; that is about the proportion of the cost of the "Banshee," and vessels of that class. I allow 23*l.* a ton for the hull of the vessel; that is about what the "Banshee" cost when she was completed for the Holyhead station; and a little more than 60*l.* per horse power for the engines; which, with Morgan's wheels and very large boilers, I think would be a reasonable price.

1387. Mr. *Fox.*] Do you think that a wooden vessel is as strong as an iron vessel?—My impression is rather in favour of iron. I would not, however, wish to give that opinion as having much weight.

1388. Do you recollect the loss of the "Demerara"?—Yes.

1389. Do you recollect the circumstance of her getting across the river?—Yes.

1390. She was suspended, was she not?—Yes.

1391. Supposing you put an iron vessel and a wooden vessel into that position, on which would you depend?—I should depend upon an iron vessel; but I give that opinion with hesitation, not being a ship-builder.

1392. Would there be anything in the principle of the hollow beam in the iron vessel, in such a position?—Yes.

Captain *Luke Smithett*, called in; and Examined.

Capt. *L. Smithett.*

1393. *Chairman.* ARE you on the Dover station?—Yes, in command of the "Vivid."

1394. Have you ever been on the Holyhead and Kingstown station?—Yes, I was, during the winter of 1849–50, and on several occasions previous to that time.

1395. Do you think there would be any danger in navigating during the daytime a vessel of the length and at the speed which you have heard described by Mr. Lang?—I should say, during the daytime there would be no danger in navigating a vessel at that speed. If that speed is obtained, I think you can find men who will navigate them.

1396. Captain *Duncombe.*] Do you mean in daylight?—Yes.

1397. *Chairman.*] Do you think that such a rate of speed could with prudence be carried on during the night?—I should say not so safely at night in the dark. In moonlight nights, and in clear weather, I see very little danger myself; paddle-wheels are quite as easily stopped as any other class of vessels.

1398. Practically speaking, supposing the money difficulties of obtaining such vessels as you have heard described by Mr. Lang could be overcome, there would be no difficulty in working such vessels between Holyhead and Kingstown for a day passage?—If the harbours were convenient to admit of their coming in. At present there is little or no accommodation for vessels of that size. They would require a proper landing-place, where those vessels might go alongside without turning. After they were alongside this jetty, in going in, they could be backed round, ready to start with their heads to sea.

1399. Are you acquainted with the harbour at Kingstown?—I am.

1400. Do you think, if the present landing-place were improved, it would give a great facility to such vessels in coming in and landing their passengers?—I should rather prefer having a nice place in the little bay shown in the map, where you could get a pier 700 feet; the vessel would come in straight, and turn round with her head pointed to sea. I think that would be a better place, and more out of the way.

1401. Than the present coaling jetty?—I think it would be a better spot.

1402. Supposing the convenience of which you have now spoken to exist, is there anything in the size of the harbour to prevent such vessels as have been described coming in?—I think not, provided you could get a clear passage, which they have always at present; the harbour-master take cares to have a

passage

passage clear for the packets, and by doing so, you might always get up to the landing-place.

1403. Since you were on that station, has not the Holyhead Harbour been commenced?—Yes; they had commenced it when I was there; they had run out several hundred feet of the breakwater.

1404. Do you anticipate any difficulty in making proper conveniences?—We found, in the Holyhead Harbour, that the jetty was used for similar purposes to what I propose for Kingstown. Without those conveniences, even with the vessels we had there, we should have found a difficulty in turning.

1405. Of course, the present harbour of Holyhead, would be quite unfit for such vessels as those of which we are speaking?—Yes.

1406. Mr. *Fox.*] What is the draft of water at Holyhead?—About 10 or 11 feet at low-water spring-tides.

1407. *Chairman.*] Supposing such an arrangement as you contemplate to be made at Holyhead, there would be, in your opinion, less practical difficulty in going alongside the pier than there is at present, under existing arrangements?—Decidedly less difficulty; I should recommend that the pier should be of stone or iron piling, because the worms destroy the wood.

1408. Captain *Duncombe.*] With reference to the entrance, would there be any difficulty in entering the harbour with a vessel of 400 feet in length?—At times, with all vessels, there is a difficulty. With the wind from the south-east to east-north-east, there is a great deal of sea in the harbour; but with proper precautions the vessels would steer well, and could be managed to be taken in.

1409. *Chairman.*] Would you have any hesitation in taking the command of a vessel for such a service?—No, not the least.

1410. Sir *R. Bulkeley.*] In driving the "Vivid" at her full speed, in how many times her length can you stop?—She will stop in four or five times her length; I find that with Morgan's paddles, they are so much immersed, and our vessels being so light, they stop almost immediately the engine stops.

1411. Evidence has been given before this Committee with respect to the advantage or otherwise of the screw; you have had some experience at Dover of the passage made by vessels with a screw, have you not?—There are two French vessels with screws at Dover.

1412. What is your opinion of those screw vessels?—I find they cannot handle their vessels so easily with the screw as with the paddle-wheel, in a small harbour; the French captains complain that they cannot stop their vessels, or manage them so easily, on that account.

1413. Do you hear any complaints of their rolling?—Vessels with a shallow draft of water, like the Dover vessels, roll more.

1414. Have you heard any complaints of them in point of speed?—They are not so fast as the "Vivid." The "Fawn" is the fastest of the screw boats going in and out of Dover Harbour, but she makes a less speed than the "Vivid."

1415. Mr. *Fox.*] Has not she very great power?—Yes, in proportion to her tonnage.

1416. Would not a great deal of the rolling be got rid of if it had a greater draught of water?—It would; but screw-ships would roll more than paddle-wheel ships, although they have the advantage of canvas.

1417. Sir *R. Bulkeley.*] Do not your vessels on the Dover station draw considerable water to their size?—As much as the harbours will admit of.

1418. What is their tonnage?—Three hundred and fifty.

1419. They would draw as much water as vessels of a greater tonnage?—Yes, in proportion.

1420. In making the passage from Holyhead, where is the greatest difficulty, on the Irish shore or the Welsh shore?—Round Holyhead, owing to the number of vessels.

1421. For what distance?—From the Skerries to six or seven miles off.

1422. So that if a ship left Holyhead at three in the afternoon, she would have daylight to encounter her chief difficulty?—Three o'clock would be rather late for a vessel of that size to go out in the winter; she would have it dark to go in on the Irish side.

1423. As regards the Holyhead part of the Channel, she would always have daylight?—There are always a great many vessels going to Glasgow running through the Channel, and vessels running both ways.

1424. Do they keep more to the Irish shore?—It depends upon the wind; with

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with westerly gales they keep on the Irish side, if they are bound through the Channel.

1425. Do the chief part of those vessels come north about?—There are coasting vessels, Welsh vessels, and vessels from different parts; they are most to be feared; because all respectable vessels carry a light, and you may depend upon them much better than you formerly could.

1426. Mr. *Fox.*] In working a vessel at this great speed, would you not prefer to have South Wales coal?—I think the South Wales coal is preferable for tubular boilers, because it does not choke the tubes so much. Where there is the great consumption these vessels must necessarily have, with smoky coals, such as Liverpool coals, I should say it would be very disadvantageous, particularly for the look-out, in going before the wind; we have found that very often a great obstruction.

1427. Would not the South Wales coal cost a great deal more?—Not a great deal more; it is the expense of the carriage; the consumption is considerably less.

1428. Sir *R. Bulkeley.*] Did you command the "Vivid" on the Holyhead station?—Yes.

1429. Is she an iron or a wooden vessel?—Wooden.

1430. Was not the "Vivid" somewhat damaged by being driven at her full speed?—We shipped a heavy sea on one occasion, when the company's boats would not put to sea; she was detained by the weather, and we shipped a sea, which knocked off part of the stanchions and plankshear forward; but this might have occurred at any time.

1431. After she had been driven at her full speed for six months, was not the result that she was materially damaged?—Nothing of any consequence; she was put to rights in a very few days after we returned to Dover.

1432. Was there any damage?—Yes; some of the plankshear on the starboard bow were started; but as far as the hull of the ship was concerned, there was nothing but a few bolts and knees required.

1433. Captain *Duncombe.*] Might not that damage happen to any vessel at any time?—Yes; there was a heavy gale from the north on that occasion.

1434. Was the "Vivid" driven at a higher rate of speed on the Holyhead station than on the Dover station?—No.

1435. Has she sustained any damage in the hull on the Dover station?—For six years there have been no repairs to the hull.

1436. Have you, during those six years, been prevented from going with the mails from stress of weather?—Never.

1437. Mr. *Fox.*] What horse-power has the "Vivid"?—Two eighties; 160.

1438. What is her tonnage?—Three hundred and fifty.

1439. What is the tonnage of the "Fairy"?—Two hundred and fifty, I think; and her horse power is two sixties; 120.

1440. You have had opportunities of comparing the speeds of the two vessels, have you not?—Yes.

1441. Is there much difference?—The "Vivid" is considerably faster than the "Fairy," but not under canvas; the "Fairy" makes up a great deal with canvas, which the "Vivid" does not.

1442. Captain *Duncombe.*] Being acquainted with the passage between Holyhead and Kingstown, have you frequently experienced very rough weather?—Very; particularly in the winter, when I was upon that station.

1443. And also upon occasions when you have been accompanying Her Majesty?—Yes.

1444. From your experience on the Holyhead station, would you not anticipate great risk from running those very large and powerful boats at that excessive speed on that passage, considering the number of vessels which are constantly passing up and down?—I should not anticipate the least difficulty by daylight.

1445. As there probably must be some hours of the passage in the dark, and as merchant vessels frequently neglect to carry lights, or keep a proper look out, would not there be a great risk in going at this high speed?—The commander of the vessel would naturally act in that case according to circumstances; if he found it dark, or thick, or hazy, he must lessen the speed of the vessel, which we are obliged to do at present.

1446. In foggy weather, are not the vessels lying-to off the Welch coast?—

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In foggy weather there is generally very little wind, and of course, by taking proper precautions, such as ringing bells or using the steam whistle, and moderating your speed, you have time to get out of the way of the vessels.

1447. But most of the vessels lying-to being sailing vessels, they would not have the power of getting out of your way?—Circumstances must occur, a few times in the course of every year, which can only be guarded against by proper precautions on the part of those commanding the vessel.

1448. When you say that you would have no objection to command one of those vessels, would not you naturally feel more alarm in going at a high speed than at a more moderate speed, of 17 or 18 miles an hour?—I dare say those vessels would stop in four or five times their length, and by keeping a proper look out, I do not see why they should not be equally as well managed.

1449. Mr. *Tollemache.*] Do you anticipate any great danger, in going at this velocity across the Channel, of running into vessels?—Not at all by daylight.

1450. At night, if it were generally known that vessels of this size, and running at this velocity were established on the line, would not the merchant vessels in all probability keep a better look out?—It is very seldom that there is an accident with any of our vessels; I do not think there has been an instance of a collision with any of the Holyhead vessels for eight or 10 years.

1451. Do you think, if it were known that vessels of this size and high rate of speed were running from Holyhead to Kingstown, that the merchant vessels would be in the habit of lying-to in their track?—I should say not, if they knew it, and could avoid it.

1452. *Chairman.*] Do you concur in the opinion which you have heard described, "one of those vessels at from less than half speed, which we will call between 10 and 12 miles an hour, would be hardly manageable if there was much sea on, or much wind"?—They would be very manageable, and would steer very well at half speed.

1453. Are you of opinion that the Post-office service, during the night, could not be performed at the proposed speed throughout the year?—I should say, certainly not.

1454. But you think there was little or no risk when it was performed at the speed of the "Vivid" and the "Banshee"?—With the "Banshee" and the "Vivid" we were obliged to lessen our speed at night; in very dark nights we did not work up to our full power. The advantage of those very great vessels would be in the average of the passage over the present vessels. I find the average of our longest passage for the five winter months was 5 hours 29 minutes, and the average of the shortest passage was 3 hours 51 minutes in the "Vivid"; and the total average for the five months was 4 hours and 25 minutes.

1455. Sir *R. Bulkeley.*] Is not the "Vivid" a smaller boat than the "Banshee"?—She is but half the size.

1456. Captain *Duncombe.*] If you were placed in the command of one of the vessels of this description, should you prefer wood or iron?—I have had experience of both; I prefer the diagonal built vessels, such as the "Garland", the "Vivid," and "Banshee".

1457. You were employed in the Holyhead station; can you give the Committee any information as to the cost of the service when it was in the hands of the Admiralty?—I can hardly give it correctly; I should say that the cost of each vessel was about 7,000*l.* a year.

1458. Would that be over and above the receipts?—No; it has nothing to do with the receipts.

1459. *Chairman.*] You include merely the actual cost?—The cost of coaling and working the ships.

1460. You do not take into the account insurance and depreciation?—You may add 10 per cent. for that.

1461. And interest of capital?—It merely includes the cost of working the ship altogether, and the crew.

1462. Mr. *Fox.*] Does that include the portage?—All the minor expenses.

1463. Captain *Duncombe.*] But the 7,000*l.* includes nothing for depreciation?—No, nor interest of capital; 10 per cent. would be a fair allowance for all that.

1644. Can you give the Committee any information upon that point with respect to the service at Dover?—I think the cost of a vessel at Dover is about

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3,000*l.* a year each, but the earnings of the passenger traffic nearly cover the expenses.

1465. So that it is nearly a self-sustaining service?—Yes; and if it continues to increase as it has done, I think the packets will produce a revenue, and carry the mails for nothing.

1466. Mr. *Fox.*] Does that estimate include anything for depreciation and insurance?—No; nothing for depreciation or assurance.

1467. Captain *Duncombe.*] Is the average number of the passengers at Dover greater than that on the Holyhead line?—Much greater than during the time I was at Holyhead.

1468. Mr. *Fox.*] Do you think the insurance premium will be higher on a vessel going at this rate across the Channel, than upon the existing rate of packets as to the running down clause?—I should think not; I do not see why there should be any difference in that respect.

1469. Mr. *Tollemache.*] What sort of light do the steamers carry which run backwards and forwards across the Channel?—We carry a green light on the starboard paddle-box, a red light on the port, and a mast-head light.

1470. Are those lights common lanterns?—No; they are very good lanterns; you may see them six or seven miles.

1471. Do you think much additional security could be attained by having better lights than those which are used at present?—No.

1472. Are the same lights used on the Irish station?—Yes.

1473. Mr. *Fox.*] Are not your steamers obliged to use lights?—Yes, they are; Miller's lights generally are adopted by the Admiralty; they burn very well all night.

1474. Mr. *Tollemache.*] You do not think that any additional security could be obtained by having some better light than that which is used at present?—I do not think there is any advantage in seeing the lights so far off; they are apt to blind the look-out people.

1475. Captain *Duncombe.*] Is not the greater danger to be apprehended when the lights are of little service, namely, in thick hazy weather?—No doubt; there is nothing to be seen then.

1476. Sir *R. Bulkeley.* Were not you examined before the Committee of this House upon the subject of lights?—Yes.

1477. What was the result of that Committee?—The merchant vessels are more cautious in showing lights when meeting a steamer than they were formerly.

1478. Is there any law compelling them to carry lights?—There was a sort of Admiralty order issued, which is posted in most of the Custom-houses, cautioning the merchanmen to show a light when meeting other vessels.

1479. From your experience in the packet stations, and of the number of hours required to perform the service backwards and forwards, how many trips do you think the officers and men are capable of making, having due regard to their health and strength, and their capability of discharging their duty?—I should think, in a case of this kind, a vessel might run three days and stop three days. Having two vessels, and running three days and stopping three days, the men would have rest and time to look after the ship.

1480. Do you think the officers and men would be up to the mark if they made 15 trips in 25 days?—I think they would.

1481. Do you think a ship could be kept clean and well aired under those circumstances?—I think she could; but when the men are worn out, accidents may occur for want of a proper look out.

1482. Mr. *Fox.*] How do you account for steam-ships going round the Cape of Good Hope to India?—They have proper watches at night, which we could not afford to have in those ships.

1483. You think it is a question of having more men?—In the present state of those vessels they cannot do the least thing without calling all hands.

1484. It has been given in evidence before the Committee, that there were two distinct watches in the City of Dublin Company's boats?—If there are two distinct watches, there is no reason why there should not be a good look out.

1485. Mr. *Repton.*] Did you find, when you were on the station, that the men were over-worked?—I think they were; I have heard the men complain.

1486. *Chairman.*] Is it not a different thing to make a long voyage, such as that by the Cape of Good Hope to India, and to make this short passage from Holyhead to Kingstown?—The short passage is much more worrying for the crew and the officers.

1487. Sir *R. Bulkeley.*] Ought not the commanding officers to be constantly on deck during the passage across the Channel?—I never left the deck myself whilst we were at sea.

1488. Could a man discharge that duty who had to make 50 trips in 25 days in bad weather, in winter?—It is too much.

1489. Particularly night trips?—Yes.

1490. Captain *Duncombe.*] Are the crews in your vessels on the Dover station sufficient to admit of two distinct watches?—No.

1491. You say that the ship should work three days, and rest three days?—I think three days is long enough for the engineers and men to look after the ship properly; the tubes would require sweeping and attending to after three days, which could not be done whilst they were making the passage.

1492. Then your answer applies as much to the vessel as to the crew?—Yes.

1493. *Chairman.*] Are you of opinion that two vessels would be sufficient to do the service?—Two vessels would do the day passage in the way I have proposed, to run three days and stop three days, supposing there were no accidents.

1494. Mr. *Repton.*] Then you would require three ships?—Yes; there ought to be a spare vessel.

1495. Captain *Duncombe.*] Do you think there ought to be three vessels with two crews?—I should say there might be a third vessel; not such an expensive vessel.

1496. Being under contract to carry the mails, they would always be obliged to maintain their speed, and an inferior vessel could not be capable of carrying the mails at the same speed which the contract would require?—No; and in that case I should recommend that the second vessel should be used, the chances are that she would not be disabled, and let her keep up the duty until the other was repaired.

1497. Mr. *Tollemache.*] You think the service might be performed by two large vessels?—Yes.

Commander *Christopher Claxton*, R.N., called in; and Examined.

1498. *Chairman.*] I BELIEVE you were one of the first promoters of the Atlantic steam-vessels, were you not?—I was.

1499. Were you the managing director of the Great Western Steam Shipping Company?—I was, the whole of the time the company was in existence; for eight years or so.

1500. Have you had much experience in the management of steamers?—I have had a great deal to do in fitting them out, and in making calculations about power, tonnage, displacement, length, breadth, depth, and everything of that kind. We built the "Great Western," which was the first which crossed the Atlantic from England, then the "Great Britain," while I was managing director.

1501. I believe you got the "Great Britain" off from Dundrum Bay?—I did.

1502. Are you engaged with Mr. Brunel in a large steam-shipping concern?—I am acting under Mr. Brunel in a large undertaking; we have contracts taken. The ship, the engines and everything are infinitely larger than anything which has been proposed for this service.

1503. You have heard the evidence which has been given; is it your opinion that a vessel, such as has been described by Mr. Lang, could be navigated without difficulty across the Channel?—I see no difficulty in the day-time. I should fancy there would be rather more risk in the night than with the class of vessels which at present go; but looking at how long those vessels have gone, at the rate at which they went for months after starting, and the speed they have maintained, and the very small number of casualties which have hitherto happened, so trifling as not to be worth mentioning, I cannot see that there is any great difficulty in the daytime. I consider that great caution would be necessary, but I apprehend there would be a better look-out in a ship of that kind than in a smaller one, from having more officers and more men, and there being a greater amount of property at stake, and because the risk certainly would be in some proportion to the speed. But in the cases of long vessels, I do not consider the risk of their running down other vessels is so much as of their being run down themselves; that is to say, a vessel of 200 feet long in thick weather would escape a vessel which would run right amidships of a vessel 400 feet

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long. In the day time you can always see and can always stop such ships, nearly as you can any other ship. I have a strong inclination to believe that two rudders is a good thing, but Mr. Lang has rather staggered me, when he says a forward rudder would stop a ship a mile and a half an hour. I think there might be a shut-up rudder in the fine end of that vessel, hung in the middle, like the Great Britain's rudder, and I think you could stop the longest of those vessels in twice their length, even at 25 miles an hour, with the aid of such a rudder athwart her fore-foot. The Committee must recollect, that if the wheel is enormous (and I suppose it would require a 45 or a 50 feet wheel to drive such a vessel, in order to give her her speed), it is also an enormous lever to stop her with. A 400 feet ship would not stop in the same space as a 200 or 300 feet ship; it depends upon her own length; she would be stopped in proportion to her length; no ship going even six, eight, nine, or ten miles an hour, in thick, hazy, bad weather, would be justified in going full speed; they must, under those circumstances, be cautious if it is thick. I apprehend no difficulty in daylight, unless it is so thick a fog that they are unable to see ahead at all.

1504. You mean so thick a fog as to make it necessary for every vessel to stop?—Sometimes you cannot see the end of the jib-boom of your own ship; no man in his senses would run in the track of vessels which were known to be crossing the Channel at such a great rate of speed, at such a time. A great deal of the success of these quick steamers between Holyhead and Dublin in avoiding vessels I attribute to the great noise they make, to the fact of vessels taking care to avoid them, knowing that they are coming six times a day or night right across the Channel, and that they go almost within once of their length the same track every time, or only vary with the tide.

1505. Do not you think they would take additional care when they knew that vessels of greater speed were put on?—No doubt.

1506. Can you suggest any means of stopping a large vessel besides the paddle-wheel?—I know that two rudders will stop a vessel quicker than one rudder. We had a rudder in the "Great Britain," hung in the middle; as much in the fore part as in the afterpart. I do strongly recommend Mr. Lang, if he ever builds the ship, to put a rudder in the stem, not outside the stem, but within the stem, where her lines are so fine, or down at her fore-foot.

1507. You are speaking of the large vessel which Mr. Brunel is about to construct?—Not then; Mr. Scott Russell is about to construct that ship, but she is for a long voyage, which is the reason she is so large. She is to go to India.

1508. Captain *Duncombe*.] In what state of forwardness is that vessel?—I believe the plates are ordered, but I am not certain; I know contracts are taken.

1509. What is her contemplated length?—Something under 700 feet.

1510. Is she to be built of iron?—Yes.

1511. Are you acquainted with Kingstown Harbour?—I have been 30 or 40 times in it. I went in with the "Great Britain," and have sailed in and out in yachts and steamers.

1512. Would there be any difficulty in that harbour with these large vessels?—I cannot conceive the possibility of any difficulty. I think it would be quite impossible to sheer there, where there is no current to speak of. The longer a vessel is, the less she will be likely to break her sheer, the better she will steer, or the less be likely to yaw. I think there will be no difficulty.

1513. Are you of opinion that a jetty will be required for their accommodation in the harbour?—I think the jetty ought to be where the "Great Britain" went. We went alongside the place on the eastern side, called the coaling jetty.

1514. What is the length of the "Great Britain?—Three hundred and thirty-five feet.

1515. From the evidence which has been given to the Committee, it appears to be desirable that one of these long vessels should not require to be winded in the harbour?—No; she should not on arriving, nor would she at that jetty until she was preparing to go to sea.

1516. *Chairman*.] You have stated that you have been constantly in the habit of crossing the Channel?—Very often, indeed; I crossed almost as often as any one who was not employed in the steamers during the time that the "Great Britain" was in Dundrum Bay; I was continually going backwards and forwards, and before and often since, while at the Britannia Bridge.

1517. Did

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1517. Did you turn your attention at that time to the difficulty or facility which existed in the passage?—I turned my attention with astonishment to the rapid speed of those steamers which made the passage; I was very much interested in that; I watched it much; I went very often in several of them. I thought it a great stride, indeed; but I cannot see why it should not be better if more accommodation is wanted; if you give the power and the tonnage, which is required for the proposed speed, you will get accommodation in proportion.

1518. Do you agree in the opinion that a vessel of that size, going at the rate of 10 or 12 miles an hour, would be hardly manageable?—I think she would be under the most perfect management in the world at 10 miles an hour. Why should a vessel of that kind be less manageable than another vessel?—We used to think 10 knots an hour a great deal; but we think nothing of it now. The vessels were always very manageable at half that speed, but the faster a vessel is going the more manageable she is.

1519. Do you think a vessel of that kind going half speed, which would be about 10 or 12 miles an hour, would be unmanageable?—Not the least in the world.

1520. You think her being calculated to go at the rate of 25 miles an hour would not make her unmanageable at half her speed?—The best practical answer is, that if it is so, every vessel is unmanageable at times. Coming into harbour they all slacken their speed till they bring it down to nothing, and still they are manageable till the last moment. Any vessel going into Kingstown or Dover is obliged to slacken her speed, or to go alongside any pier anywhere else.

1521. Is there any particular rate at which a vessel can have steerage?—A vessel begins to steer at about a knot, or less, but slugglishly, and she steers better as she goes faster.

1522. Captain *Duncombe.*] From your experience in fitting out steamers of this large description, have you any doubt in your own mind as to the possibility of the passage being made in the time which you have heard described by the proposed vessels?—After hearing such men as Mr. Lang and Mr. Penn, an engineer and a ship-builder of eminence, speak so decidedly upon the point, and after having heard such men as Mr. Brunel and others give evidence on the same subject, I could not have a doubt; but it is not from any innate knowledge of my own of ship-building or engine making, it is only from what I have seen already, and known others to think; I have no doubt they are right; but I do not see why we are to fix the speed at 25 miles an hour. If Mr. Lang can build a ship 400 feet in length, and drive her at 25 miles an hour, I will undertake to find others to build one to go 30 miles an hour by improving upon him. If he got a wheel of 50 feet diameter I would have one of 60, which, with the same number of revolutions, in a ship of 500 feet long, with double the power, would give that increase, or more.

1523. The question applied more to your own practical experience?—As far as practical experience goes, everything has been improving since we built the "Great Western"; she has been going 14 years, and is a good ship now. The "Great Britain" had engines more as an auxiliary than a full-powered steamer. Experience at that time leds us not to expect to get more than 10 or 11 knots an hour by a screw; we took into account the sails as much as steam upon that voyage in that ship.

1524. Does your experience teach you that wood or iron is the better description of material?—I am a good deal fonder of wood than I am of iron, because of the fouling of the bottom; but I have learned from engineers, with whom I am connected, that they can build stronger vessels in iron than in wood for the same money. There is no doubt the "Great Britain" would have gone to pieces if she had not been of iron; she was hung by the middle on the rocks, and 175 feet of her was without any support, for the best part of nine months, and she never altered a line; she never altered her form the least in the world. There are instances, as Mr. Lang has mentioned, of iron ships breaking in two; but I should say, before it was fair to form any opinion upon that subject, I should like to see how much a ton they paid for building. There may be a ship of such thin iron, as to have no strength whatever. In Scotland a great many ships have been built roughly, lightly, and cheaply; the "Nemesis" was one of the cases mentioned; her paddle-beams were let into her side; she was broken by the act of letting the paddle-beams down through her gunwale; she was easily secured, and is going now.

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1525. Will you state your opinion, whether a higher rate of speed can be attained by a paddle-wheel or a screw steamer?—I think, all things being equal, they are both alike, if the same power is applied to one as to the other, having sufficient draft of water so as to equalise the propelling power.

1526. Do you think, in order to attain the same speed with a screw vessel as with a paddle-wheel vessel, you require a greater depth of water?—Of course. If you take the screw above the water to gain in size, it causes a very unpleasant sensation; it shakes the ship at every thump it gives after it comes out, and before it goes in. People try to keep the screw even below their light water-mark, so as not to come out of the water, or not much above it.

1527. For the particular service now under the consideration of the Committee, you would advise a paddle-wheel steamer in preference to a screw steamer?—Certainly. You may put a very large driving wheel which a 1,600-horse power engine will move, but you must have more draught of water than Kingstown Harbour will allow for a screw in proportion.

1528. Mr. *Vance.*] Do not you anticipate such improvements in screw propellers hereafter, as would induce you to give the preference to them, even for this passage, over paddle-wheels?—I do not know what to say about that. I do not think I ever should, for a short passage, prefer the screw to the paddle-wheel. It is of great importance to have a light draught of water for short passages, particularly where you have to go in and out of shallow harbours.

1529. Mr. *Fox.*] It is important to have a great depth of water with a large screw; but still it may be, in shallow water, considerably made up by driving the engine with greater velocity?—Yes; you get more revolutions out of a small screw, but then you must consume more fuel; you must do it more expensively.

1530. Sir *R. Bulkeley.*] Have you been a great deal in communication with and in the society of Mr. Stephenson?—Yes.

1531. Did not you float the Britannia tubes?—I assisted in doing so.

1532. Did you hear Mr. Stephenson say that he took the idea of the Britannia tube from having seen an iron ship in the situation which has been described?—A launch took place at Messrs. Miller and Ravenhill's, or Mr. Laird's, when the ship got into the position which Mr. Lang has described with respect to the "Banshee," and that gave him the idea of the tube being one strong iron beam, I have heard.

1533. Mr. *Fox.*] Is the large ship now building to be driven by both screw and paddles?—Yes, both.

1534. Is there any difference in the power applied to the screw and the paddles?—There is to be 2,000 horse power to the wheels, and 1,000 to the screw, or thereabouts. With respect to the rudder of the "Adelaide," which Mr. Fox asks about, it is similar to the "Great Britain's"; I can only say she steered perfectly on her trial all the while I was on board, and on her passage round to Plymouth in a gale ahead; and I know parties to whom the Captain said at Plymouth that it was nothing about the rudder that made him put back, parties who have reported formally to that effect.

Isambard Kingdom Brunel, Esq., called in; and Examined.

I. K. Brunel, Esq.

1535. *Chairman.*] HAVE you seen the plan which has been drawn up by Mr. Lang, of Pembroke Dockyard, for an improved line of steamers to ply between Holyhead and Kingstown?—I have seen the lines of a vessel which was proposed for the purpose by Mr. Lang.

1536. Does not he propose a vessel that would be able to go at the rate of 25 miles an hour?—Yes.

1537. Have you any doubt of the practicability of such a plan?—None whatever; if sufficient power is put in that ship, there is no difficulty in going at that speed.

1538. Did you go into the details of Mr. Lang's plan?—Yes, he showed me the drawings, and gave me the dimensions of the vessel, and stated the power he assumed to be put into it, which I compared approximately with calculations which I had made upon the same subject, and they brought me to the same result as that at which he had arrived. He ought to be able to get that speed with the sized ship and with the power which he proposes.

1539. Mr. *Fox.*] Would you use a screw or a paddle-wheel?—I think, in the present case, you must have paddles to get the amount of power with the draught of water which is required.

1540. Supposing

1540. Supposing you were not confined in the draught of water?—If you were not in any way confined in the draught of water, and if no other circumstances confined you to the depth of the ship, of course you might use a screw.

1541. Taking the very best opportunity of testing each in the case of two vessels of equal power, would there be any advantage in one over the other with respect to velocity?—I think not, under exactly similar circumstances and without taking into consideration the use of sails and other circumstances; although I am a great advocate for the screw generally, I do not think we have any result to show that the screw would get quite as great a speed as the paddle.

1542. It has never been tried to get as great a speed from the screw under equal circumstances?—I think, as yet, the paddle has beaten the screw in speed; I do not wish my answer to be considered as adverse to the screw; I am, and always have been, a great advocate for the use of the screw.

1543. Have you considered the relative strength of ships built of different materials, using the materials in different ways, such as wooden ships built on the diagonal principle and iron ships, as to their comparative strength?—I have had occasion to consider the subject for a good many years, since I have been connected with steam-boat building.

1544. Is there any superiority in an iron ship over a ship built on the diagonal principle?—Each has its advantages; weight for weight, it is possible to get as much strength by wood as you can by iron, if you will apply the wood properly. Under ordinary circumstances, I can quite conceive of a diagonal ship being built, and the timber so judiciously applied, that you would get about the same strength in one way as in the other.

1545. They would both be superior to the ships built on the old system?—Yes, of course.

1546. And also in the effect which the vibration would have?—I should not be prepared to say that; I think probably the more perfect the construction of the ship is, from many causes, the more perfect would be the vibrations.

1547. Mr. *Tollemache.*] How do you think vessels of this great length will act in a sea-way?—I believe the longer a ship is, the better will be her performance at sea.

1548. Is she weakened in a sea-way by being of great length?—I assume that the ship will be built as a beam, strong enough not to break when she is water-borne at the two ends, or at the centre.

1549. If a ship were built of the extreme length proposed, she would never be suspended in that way, but would always have more than two seas under her, would she not?—I say the larger the ship, in fact, the smaller the waves; *cæteris paribus,* a large ship is less exposed to strains, in proportion to her size, than a smaller one. If you only make the large ship as strong, in proportion to its dimensions, as the smaller one, then of course the large ship is much less strained in a heavy sea than a small one is. Of course there is a limit; you could not construct iron or timber ships of an unlimited length; that would govern itself according to the strength and weight of the material; but I believe the limit goes a good deal beyond what we are proposing at present.

1550. Captain *Duncombe.*] Do you think a vessel of 700 feet long is not the limit?—That is merely the theoretical limit?

1551. That being the length of the vessel which you have in contemplation to build?—Yes.

1552. Is she to be built of iron?—Yes.

1553. And to be propelled by paddles and a screw combined?—Yes.

1554. Mr. *Tollemache.*] Will she pitch at all in a sea way?—It must be a very heavy sea that makes her pitch. There are unquestionably seas which will agitate her lengthwise.

1555. Mr *Fox.*] She would hardly cover three Atlantic waves?—She would hardly cover three Atlantic waves, inasmuch as the Atlantic waves are more than 300 feet; but as far as we know, she would take two of the longest.

1556. What is the longest wave off the Cape of Good Hope?—The waves off the Cape have never been accurately measured, and we have no correct evidence with respect to them; but they are certainly more than 700 feet.

Lunæ, 13° *die Junii*, 1853.

MEMBERS PRESENT.

Mr. H. Herbert.	Mr. Tollemache.
Sir Richard Bulkeley.	Mr. Vance.
Mr. Hamilton.	Mr. Fox.

HENRY ARTHUR HERBERT, Esq., IN THE CHAIR.

Mr. *William Watson*, called in; and further Examined.

Mr. *W. Watson.*

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1557. *Chairman.*] I BELIEVE you are anxious to give some additional information?—I am. First of all, I will hand in a return, which I was required to prepare, of the accommodation for passengers lying down at present provided in the steamboats of the City of Dublin Steam Packet Company, with a statement of what further accommodation could be added, supposing it were determined to maintain the present vessels.

NAMES of the FOUR MAIL PACKETS of the CITY OF DUBLIN STEAM PACKET COMPANY, their Tonnage, Power of Engines, Draft of Water, and Berth Accommodation for Passsengers.

VESSEL'S NAME.	Builder's Measurement.	Tonnage per Register.	Nominal Horse-power of Engines.	Can work with Extra Weights on Safety Valve, to Horses' Power.	Draft of Water; leaving Holyhead with full Supply of Coals for both Passages, and Reserve of Coal.		Berths and Sofas for First-class Passengers.	Berths for Second-class Passengers in Fore Cabin.	Extra Sofa or Berth Accommodation can be provided for
					Stem.	Stern.			
	Tons.	*Tons.*			*Ft. in.*	*Ft. in.*			
Eblana -	784	385	370	870	8 11	9 6	89	20	40
Prince Arthur	538	253	220	800	7 10	8 9	39	None -	32
Llewellyn -	654	350	350	1,200	9 6	9 3	32	None -	18
St. Columba	710	350	350	1,200	9 4	8 10½	38	None -	36

1558. I see that in this return you have a column for "berths and sofas for first class passengers," and another column for "extra sofa or berth accommodation;" does that refer to what can be added to the present accommodation in the present boats?—Exactly.

1559. Does not the fact of your not having that increased accommodation, with the knowledge of the inconvenience that does sometimes exist, show a want of consideration for the convenience of the public?—No; I am rather under the impression that with our two night boats we have sufficient accommodation, with very few exceptions.

1560. Do you mean to say that you never heard of any complaints?—Individually I say that. No doubt on some occasions the vessels must be crowded.

1561. Mr. *Fox.*] I find in the return you have just handed in, first of all a column giving the nominal horse power of the engines, and in the next column you say "can work with extra weights on safety valve" to an increased horse-power; I suppose that in the case of the "Eblana" and the "St. Columba," you are working to the full extent?—The "Eblana" has not boilers large enough to enable us to increase her nominal horse-power to the same extent as the others.

1562. Could you increase her effective horse power at all?—I do not think that with her present boilers she could be made to go faster.

1563. The calculation appears to be so made upon all the vessels, except the "Eblana," as to show that the actual horse power is nearly four times the nominal horse power?—It might be much increased.

1564. What is the present average of the "Prince Arthur"?—The average she has maintained is as near as possible 13 knots an hour.

1565. If

1565. If you worked her up to this 800-horse power that you suggest, to what extent would she increase her average?—Her average might be increased very little; perhaps seven or eight minutes; looking at the average of the "Banshee" when she was worked at full power, I find that she did not exceed 13 knots and 4 fathoms, which is something under 13 ½ knots; that was her average, according to the printed card published by the Admiralty.

1566. Mr. *Vance.*] Mr. Cornwall has stated that, taking an average of five months, January, February, March, April, and May of the present year, you have exceeded your contract time between Holyhead and Kingstown one hour and 27 minutes; is that the fact?—I should say certainly not; the contract time of 4 h. 40 m. is very frequently exceeded, owing to hard weather; but that is provided for by the contract.

1567. Have you any returns with you, to show that you have not exceeded the time to the extent stated?—I can have them prepared; I have all the journals with me.

1568. Do you consider that you can disprove that assertion?—I have no doubt at all of it.

1569. *Chairman.*] Who is the judge of hard weather?—The captain on board; on his own responsibility the notes it in his journal.

1570. Mr. *Fox.*] Have you always had a vessel ready to start at the appointed time?—I think that, with the exception of Christmas-day last, when our mail packet was stopped to render assistance to the "Windsor," we have never failed to have a ship ready at the appointed hour.

1571. *Chairman.*] In hard weather do you work your engines up to full power to be within contract time?—We do not find it necessary.

1572. Speaking of the periods at which you say you are prevented by hard weather from arriving within the contract time, do you put an extra power to make up your time?—No; we do the very reverse, because it would be very unsafe to drive the vessels as fast as they could go, under the circumstances; instead of increasing the speed of the vessels they slacken it; that is entered on the journals.

1573. Mr. *Fox.*] You could not increase the speed of your vessels during the voyage?—We could not; it would be contrary to law to add weights on the safety valves, and the engineer has no access to the safety valves.

1574. Mr. *Vance.*] Do you not think it desirable that your boats should be able to perform more than that stipulated for by contract, in order that you might make up in one part of your passage the difference of any delay caused by fog or hard weather in another part of your passage?—That is the case now; the extremely long passages, owing to accident or other causes, are included in the average, and that we do not consider very fair; but even with those very long passages our average is within the time.

1575. What would be the highest speed of your two slow boats in the best weather?—The "Eblana" is the slowest, and her speed would vary between 12 and 13 knots an hour.

1576. That is one of your slowest boats?—It is the slowest. The "St. Colomba," with her new boilers, and with full power on her, will be a very fast boat indeed.

1577. Mr. *Hamilton.*] Would it not follow, from what you stated to the Chairman just now as to diminishing your power, that you consider these boats are not adapted to the service that they undertake to perform?—I will say that they are not so well adapted as they might be; but I will not say that they are not adapted, because I maintain that we have fulfilled our contract.

1578. If it were admitted to be a great object to accelerate the present communication across the Channel, would it follow that your present boats, or at least some of them, would not be sound for that purpose, in consequence of its being necessary to take off, instead of applying, force in bad weather?—What I stated about reducing pressure in bad weather applies to very bad weather, which does not occur so frequently during the year. By two of our boats, the "Prince Arthur" and the "Llewellyn," we could safely undertake to give an average of half an hour less time; and if it were the wish of Government that the contract time should be reduced, we would undertake to do it with those two boats, and with two other boats of equal speed, and perhaps better adapted to the Channel, which we would provide.

1579. With your existing establishment, am I right in inferring that you could not

r. W. Watson.

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not shorten the distance?—Certainly; we could not undertake to do it with the present four boats.

1580. Mr. *Fox.*] You stated that if you had more boiler room in the "Eblana," you could work her as fast as the others?—Nearly.

1581. You also stated that you expected when the "St. Colomba" had her new boilers she would be a fast vessel; what are the means you have of increasing the speed?—With regard to the "Eblana," if we are to give her larger boilers, we fall into the other difficulty, and that is limiting the passenger accommodation; she is at present the most commodious boat for the passengers, having 109 berths.

1582. Mr. *Hamilton.*] Is the Committee to infer that, where the sea communication is accelerated, some additional berths at all events must be provided?—I think so.

1583. *Chairman.*] Could you state how often the average is exceeded in the year by the two best boats?—No, I could not; I have prepared a return from the Admiralty monthly card, which may perhaps in some degree answer the question. It is in reference to some questions put to me on the last occasion, whether I was not prepared to admit that the service had deteriorated in our hands. I said that two of our boats did not make the passage in so short a time as two of the boats employed by the Admiralty; but the return I am about to hand in will show that the service has not deteriorated in our hands.

THE Average Length of Passages, amounting to Five Hours and upwards, for Years ending 30 April 1850 and 30 April 1853, as given in the Admiralty Monthly Returns.

Year ending 30 April 1850, when the Service was performed by Her Majesty's Packets.

1849:	No. of Passages.		H. M.
ay - -	- -	All under 5 hours.	
ne - -	- -	- - ditto.	
ly - -	6	Otter - - -	6 49
ıgust -	2	ditto - - - -	6 29
„ - -	26	St. Columba - -	5 3
ptember -	- -	All under five hours.	
tober -	42	St. Columba - -	5 2
ovember -	12	- - ditto - -	5 16
ecember -	28	- - ditto - -	5 0
„ -	14	Caradoc - - -	5 24
1850:			
nuary -	- -	All under five hours.	
bruary -	7	Fire Queen - -	5 18
„ -	1	Trident (one passage)	5 5
„ -	8	St. Columba - -	5 22
arch -	- -	All under five hours.	
ril - -	15	Fire Queen - -	5 0
	161		

The number of passages in the above averages was 161.

Year ending 30 April 1853, when the Service was performed by the City of Dublin Steam Company.

1852:	No. of Passages.		H. M.
May - -	- -	All under five hours.	
June - -	- -	- - ditto.	
July - -	- -	- - ditto.	
August -	- -	- - ditto.	
September -	- -	- - ditto.	
October -	- -	- - ditto.	
November -	- -	- - ditto.	
December -	6	Eblana - - -	5 16
1853:			
January -	- -	All under five hours.	
February -	32	St. Columba - -	5 9
March -	- -	All under five hours.	
April - -	- -	- - ditto.	
	38		

The number of passages in the above averages was 38.

That clearly proves that the service has not deteriorated with us, because it is quite obvious that to maintain a mail communication regularly is of more importance than occasional quick passages.

1584. Sir *R. Bulkeley.*] With your knowledge of the station and of the vessels employed there, are you of opinion that to drive the vessels at their full speed does not tend to the comfort of the passengers?—There is no doubt at all about it.

1585. However quick they may go, it does not tend to the comfort of the passengers?—That is in bad weather; in fine weather it is pleasant enough.

1586. The

1586. The vessels are too small, if driven at full speed, to afford proper comfort to the passengers?—I think so; the passenger communication having so much increased since the boats were built.

1587. Mr. *Fox.*] Your company, I believe, purchased two of these boats of the Admiralty?—Yes.

1588. Was the purchase of those boats made an understanding on condition of the contract?—I will not say that it was made a condition, but the offer was made to the parties tendering for the contract to purchase the boats to do the service.

1589. Mr. *Vance.*] Before or after you tendered?—Before; it was in the conditions of tender.

1590. It is very undesirable for this Committee to enter into disputes between the railway and the steam-boat companies; but as you have expressed a desire to explain or to refute something that was said by Mr. Binger, I wish to ask you whether you are working cordially with the railway company at present?—On the last occasion I mention that there was a difference between us with regard to the goods traffic between Holyhead and the River Liffey. So far as I was aware there is no difference existing between us as regards the passenger traffic on the Kingstown line.

1591. Mr. Binger says, "We entered into an agreement, which we consider they have not carried out in the good faith which was intended." Do you know of any breach of faith on your part with the railway company?—Mr. Binger was quite unjustifiable in making such a charge; the very reverse is the fact. I say it most emphatically. Every part of our agreement with them we have carried out in the most perfect good faith. I may briefly state, that soon after we obtained the contract, the railway company made overtures to us to be on friendly terms, and we at once entered into a negotiation, which, after some months correspondence, was brought to maturity; and the basis of the agreement was, that we were to purchase their boats and maintain the entire sea traffic, undertaking, as far as lay in our power, to influence the whole of the Liverpool traffic over the Holyhead line. After the deeds were actually engrosed and executed by us, and though orders had been passed to put the seals of the railway company to them, for some cause or other they changed their minds, and declined to seal the deeds, and the matter fell to the ground. They subsequently made overtures to us to enter into fresh negotiations, which we entered on. The arrangements proposed not being satisfactory to us, we broke them off altogether. Mr. Peto wrote a letter in March last year, proposing another arrangement, which was so fair and equitable that we at once acceded to enter on fresh negotiations.

1592. I believe the railway company take the passengers' luggage on board, and also on the return passage remove it from on board into their carriages without any charge, and without any intervention on the part of the passengers themselves?—They do so.

1593. A party arriving by your vessels has to look after the removal of his own luggage, and to pay a charge for porterage?—He has.

1594. Is not that very inconvenient to the public travelling by that route?—It is very inconvenient, and by contrast with the other arrangement, of course doubly so.

1595. What suggestion would you make to obviate that at once?—The suggestion I would make would be the same that I have already made to the railway company, that they, having a staff of porters at Holyhead coming down with the train, ought to give the same accommodation to the public, who have used their railway in going to our mail packets, as they do to their own boats.

1596. Mr. *Hamilton.*] Do you think it a question between the railway company and the public?—I do.

1597. *Chairman.*] At Kingstown both companies have to pay their own porterage?—Yes.

1598. Your suggestion is, that it is not right for the railway company to charge nothing to the public for conveying the luggage from their own boats to their own carriages?—If they find it desirable and necesssary to convenience the public travelling by their railway into their own boats, and from their own boats to their railway, I say that, with a staff of porters, they ought to accommodate the public equally, no matter what boats they come by.

1599. Mr. *Vance.*] Have you any objection to leave it to arbitration, or to the Board of Trade, as to how the luggage could be removed, without annoying or troubling

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troubling the passengers, as at present?—Not the slightest. We are perfectly willing to do that, and to abide by whatever recommendation might be given.

1600. *Chairman.*] After all, it appears to me that they only treat you on the Holyhead side the same as the Kingstown Railway Company treats you on the other?—Yes, but they have a railway that the traveller has come by; whereas, at Kingstown they have not. I say that they ought to convenience the public using their own railway.

1601. Sir *R. Bulkeley.*] You would keep the railway porters up all night?—They come down with the train.

1602. *Chairman.*] Have you any other statement to make?—I wish to give a few instances of the facilities we give to the public in the booking-through arrangement by our boats, understanding that other witnesses have stated that there was difficulty, or likely to be a difficulty. I may say that, soon after the breaking off of the agreement in August 1851, an offer was made to us for an *ad interim* arrangement for booking through. I met Mr. Peto; I acquiesced in his views, and recommended the proposed arrangement to our Board, and they adopted it. From that day to this we have been carrying out the booking-through arrangement by our mail packets, exactly on the same terms as the public enjoy who travel by the express boats. As an instance of this, I may hand in a copy of the tickets issued at the instance of the railway companies for Members of Parliament, in which our company is distinctly alluded to, and it is available for both sets of packets.

London and North-Western Railway Company.—Chester and Holyhead Railway Company.
City of Dublin Steam Packet Company.

First Class. No.

Parliamentary Session, 1852-53.

Member of Parliament Ticket, not Transferable.

, M.P.,

Is entitled to travel free between London and Dublin by any of the trains of the London and North Western, and of the Chester and Holyhead Railway Companies, as well as by any of the express boats of the Chester and Holyhead, and by any of the mail boats of the City of Dublin Steam Packet Company, during the Session of Parliament 1852-53 only.

The holder of this ticket is subject to the same rules and regulations as other passengers.

By order,

£. 20 : 0 : 0.

Secretary or Manager.

1603. For how long is that?—The Session. I may hand in also a French ticket, issued in Paris; and the first we knew of them was, when they were given up on board our packets. What we are to get for them we do not yet know.

Sixth Coupon.

This Ticket to be given up on board the Steam-boat.

Chester and Holyhead Steam-Packet Company.

Dublin Exhibition.

Through Ticket. Paris to Dublin. Not Transferable.

Coupon available from Holyhead to Dublin.
Second Cabin.

Available for once only, during two months from the date of issue, by the Chester and Holyhead and City of Dublin Company's steamers.

Passengers must look after their luggage, and pay all expenses attending the carriage of it to and from the steamer.

This Ticket must be shown whenever required.

In

In that, our boats are treated precisely as their own, and we have not the slightest intention of altering that plan; if there is to be any alteration, it must originate on the part of the railway company. I may refer, also, to their advertisement for the present month, in which it is stated that there are three communications to and from Ireland every week day; and our boats are not named separately from those of the railway company, and the whole matter is treated as one establishment. Practically there is the united action that seems so desirable to convenience the public between London and Dublin, as well as the towns in the interior of Ireland. I was asked some questions with regard to our fares, as if there were an impression that we were charging the public a higher rate than on the Liverpool line. I gave a few instances from recollection, to show that the contrary was the fact. Since I was last before the Committee, I have looked into the matter; and I find that, if a first-class passenger books through from Cork to Liverpool, his ticket being available by our boats, as well as by the railway company's boats, he pays 5 *s.* 7 *d.*; that a second-class passenger in the fore-cabin pays 4 *s.* 4 ½ *d.*. If to Manchester, the first-class passenger would pay 5 *s.* 10 ½ *d.*; and the second-class passenger 4 *s.* 6 ½ *d.*; and to London, 6 *s.* 11 *d.* Those are the sea fares we receive for carrying through passengers in our mail packets. The maximum that we get in any one case is 12 *s.*; that is where a person takes a single first-class ticket from Kingstown to London.

[*The Witness handed in the following Plan:*]

PROPORTION of THROUGH TRAINS for SEA PASSAGE between *Kingstown* and *Holyhead*, by the Mail Packets of the City of Dublin Company.

	RETURN TICKETS.		SINGLE TICKETS.	
	Each Passage. 1st Class.	Each Passage. 2d Class.	1st Class.	2d Class.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Cork to Liverpool	5 7	4 4 ½	7 5	5 10
„ Manchester	5 10 ½	4 6 ½	7 9	6 –
„ London	6 11	5 3 ½	9 11	6 10
Limerick to Liverpool	6 2	4 11 ½	8 3	6 7
„ Manchester	6 6 ½	5 – ½	8 8	6 8
„ London	7 5 ½	5 8 ½	10 8	7 5
Belfast to Liverpool	5 6	4 – ½	7 4	5 3
„ Manchester	5 11	4 5	7 9	5 11
„ London	7 9	5 6	10 4	7 4
Kingstown to Liverpool	5 11 ½	4 6	7 11	6 –
„ Manchester	6 6	4 7	8 8	6 1
„ London	9 –	6 –	12 –	8 –

1604. Sir *R. Bulkeley.*] What do you charge for a passage in one of your boats from Kingstown to Liverpool?—Fifteen shillings.

1605. Is it not double the distance between Kingstown and Liverpool?—It is; but we do not get half the traffic that we do on the Holyhead line, owing to the great inducements by means of the booking-through system.

1606. Mr. *Vance.*] Would you not anticipate great inconvenience to the public if the booking-through system were broken through?—Vast inconvenience. Perhaps the Committee will allow me to put in a return in reference to the late arrivals charged to us at Holyhead, for detaining the trains. I have received this morning the return from our Dublin office, from which it appears that in the year ending 31st December 1852 the mails were landed at Holyhead 20 minutes before the hour appointed for the railway trains to leave the station, with the following exceptions:

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On 1 occasion	19	minutes before the train.
On 5 occasions	18	ditto.
On 2 occasions	16	ditto.
On 1 occasion	12	ditto.
On 1 occasion	11	ditto.
On 2 occasions	10	ditto.
On 2 occasions	8	ditto.
On 5 occasions	5	ditto.
19		
On 2 occasions	At the hour.	
On 1 occasion	3	minutes after the hour for the train.
On 1 occasion	6	ditto.
On 2 occasions	10	ditto.
On 1 occasion	14	ditto.
On 1 occasion	15	ditto.
On 2 occasions	63	ditto.
On 1 occasion	65	ditto.
On 1 occasion	70	ditto.
31 occasions out of 730.		

1607. *Chairman.*] Is there a regular train at Kingstown for which you should arrive?—No; if we start from Holyhead to our time, we ought to send the mails up by the 11 o'clock train.

1608. Does it often happen that the mail-bags go by the 11-o'clock train?—I should say very frequently, and of course very frequently the reverse, because there are two causes to retard them; first, bad weather in the Channel; and next, the late departures from Holyhead. I do not mean to impute any blame to the railway company on account of the late departures from Holyhead, because they are, I think, unavoidable with the use of the present night mail trains, which must wait for the arrival of others. It is on account of the present system that punctual time cannot be observed for the starting of our packets.

1609. Mr. *Vance.*] Could you make any calculation as to what amount, beyond the present remuneration, your company would require to perform the passage in 4 hours, instead of 4 hours 40 minutes?—I would not be prepared to say four hours with the present boats. I think that no packet on the station could undertake to maintain that average; that has been proved by the returns I have handed in, from which it appears that the average of the "Banshee" was 4 hours 9 minutes, and the average of the "Llewellyn" 4 hours 11 minutes.

1610. Could you state, roughly, for what remuneration your company would undertake to perform the passage in four hours with the mails instead of 4 hours 40 minutes, giving them proper time and notice to provide packets?—I could not at present; I should have to go into a calculation as to a new fleet of vessels. There are no vessels on the station that could do it.

1611. *Chairman.*] The City of Dublin Steam Packet Company, through Mr. Howell, their secretary, wrote on 31st January 1853 a letter, which has been put in evidence, and which contains these words: "The speed on the water may be considerably accelerated by the substitution of larger and more powerful vessels than those which have been already built for the service;" have you made any calculation of the expense of such vessels?—We did go into a rough calculation; we suggested a plan of a large size vessel, of about 300 feet long, and 1,200 tons.

1612. Mr. *Tollemache.*] You informed us, the last time you gave evidence, that the night mail-train seldom arrived at Holyhead at the appointed time; has that irregularity been going on for any length of time, or only since last winter? It has always been so.

1613. Even before last winter?—Ever since we have had the contract. Sometimes the appointed time is kept, but it is the exception.

1614. Ever since 1850 the train has not kept its time at Holyhead?—That is the case, certainly; but it is unavoidable. I do not wish to impute the slightest blame to the railway company, for I do not think that it can be helped under existing arrangements.

1615. A paper was put in when you were under examination before, by which it is stated, that the City of Dublin Steam Packet Company are prepared to provide four steam vessels of 300 feet in length, with sufficient power to attain a speed of about 20 statute miles per hour, so that the passage across the Channel may

may be ordinarily made in three and a half hours; is the company prepared to put vessels of that kind on this passage, provided they had a sufficient subsidy?—We are prepared to undertake to supply those vessels.

1616. Would the company put vessels on that would maintain that average speed of 20 miles an hour?—I dare say that there could be but little doubt of it, from what the builders and engine-makers have stated to me.

1617. Have you considered the additional subsidy that you would require?—I would say not under 70,000 *l.* a year at least.

1618. You told us that an additional 45,000 *l.* would be sufficient?—That is what I mean to state now.

1619. You said the other day that you had no doubt it would be sufficient; have you any doubt now?—I did not go sufficiently into the calculation to say within 1,000 *l.* or 2,000 *l.* per annum. The reason why that was mentioned was, that it had been communicated to me that it had cost the Admiralty that sum.

1620. Without pledging yourself, do you believe that with an additional subsidy of 45,000 *l.*, the City of Dublin Steam Packet Company would be prepared to put on four new vessels, 300 feet long, which would run across at the rate of 20 miles an hour?—I am inclined to think so, provided the vessels could be built upon the estimate I have had submitted to me; I have made no inquiries of the builders lately as to the cost of vessels, but I know that the cost of building has increased.

1621. Have you any objection to tell us what the calculation was?—I think it was 50,000 *l.* each vessel; we had no distinct estimate; it was more in the way of conversation.

1622. Mr. *Fox.*] Do you believe that a vessel with a nominal horse-power of 550 and 500 tonnage for dues, could go 20 miles an hour? Captain Hirste says, "I have prepared two estimates for a class of vessels which I should myself propose for the line, in case it should be considered necessary to have a superior class of vessels." Bearing in mind the "Llewellyn" and the "Prince Arthur" on the one hand, and the tonnage and power of this proposed vessel, will you give me your opinion as to which would go fastest?—She should certainly go faster than the "Lewellyn" or "Prince Arthur;" her draught of water would be greater, but there would be sufficient water for her; in all respects she ought to be a very fast ship.

1623. Is it possible that a ship of 275 feet long and 30 feet beam could be only 500 tons?—Possibly; the "Prince Arthur" is only 220 tons register.

1624. How long is the "Prince Arthur"?—One hundred and ninety feet.

1625. What is her beam?—Twenty-four.

1626. *Chairman.*] Would your company be disposed to submit any regular estimate for the improvement of the service?—I should like to know exactly what would be required as regards speed, and as to the size of the ships.

1627. Mr. *Tollemache.*] You suggest what would be a very great improvement upon the present system, and you are prepared to provide four steam vessels of 300 feet in length, with sufficient power to attain a speed of about 20 statute miles per hour, so that the passage across the Channel may be ordinarily made in three hours and a half; do you think that your company would submit an estimate to this Committee of the subsidy you would require to carry out that plan of yours?—It is obvious that we must get exact estimates ourselves of the cost of the boats that would be required for the service, and that, of course, would be attended with some delay.

1628. Supposing that your company were prepared to submit an offer to the Committee, how long would it take you to prepare your estimates?—We would obtain the estimates as quickly as we possibly could from the builders, and upon those prepare such an estimate as would probably answer the question.

1629. *Chairman.*] In the letter signed by Mr. Wilson, of 18th March, you are requested to furnish proposals in great detail. I see that upon that a proposal is made for changing the times of starting of the mails, and for establishing a day mail. Supposing there were Post-office objections to that plan in detail, such as, for instance, their not being willing to establish a day mail, but preferring to continue the night mails, with certain changes in the periods of starting and arriving, would you be prepared to send in an estimate of the superior class of boats which you propose to run for that purpose?—I will do so in a week.

1630. Mr. *Tollemache.*] Perhaps you would also tell us the number of troops those vessels would carry in case of emergency?—Yes.

1631. Mr. *Fox.*] Do you think it possible to put the luggage of a large number

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of passengers into a van in London, and to run that into the "Prince Arthur" at Holyhead?—I see no difficulty in it; you could sling it. The "Prince Arthur" is the smallest boat; but with the others there would be no objection.

1632. Do you see nothing that a sailor would object to?—Not at all; I have seen the "Iron Duke" leave Liverpool with nine private carriages. We frequently leave Liverpool with a locomotive on board our vessels, and we have gone across with two.

1633. Sir *R. Bulkeley.*] If you took the van off the wheels full of luggage, what would be the tonnage of it?—Nothing so far as weight is concerned on the deck of a vessel; all you want is sufficient space to put it on deck. A locomotive weighs 20 tons.

1634. Mr. *Fox.*] Of how many steamers does your entire fleet consist?—About 25.

1635. In case of need, would you be willing to put some of your ordinary steamers at the disposal of Government to carry over troops?—I think Government never wanted to send troops that they did not find our vessels ready to carry them. During the disturbances in 1848 we were prepared with vessels as fast as they were required.

1636. You would have no objection, in case of need, to send some of your vessels to Holyhead for the conveyance of troops, if you are paid for it?—Not the least. Perhaps the Committee would permit me to refer to some evidence of mine, which differs from a statement made by Mr. Roney, with regard to second-class fares between Holyhead and Kingstown. From recollection I stated that our second-class fare was 8*s.*; and I find that an order was issued to some of our vessels, but not to all, to take 8*s.* Mr. Roney, therefore, was perfectly justified in giving the evidence he did; and as he was leaving the country I undertook to inquire into it, and to explain to the Committee the discrepancy in the statements.

Commander *Arthur MacGregor Skinner*, called in; and Examined.

Commander *A. M. Skinner.*

1637. *Chairman.*] YOU are the Admiralty agent at Holyhead?—I am, and superintend the contract packets.

1638. How long have you had that position?—Since October 1851.

1639. Do you keep a record of the arrivals and departures of the contract mail vessels?—I do.

1640. Can you state to us the names of the vessels employed since you have been on the station, with the number of trips run by each?—The vessels are the "Eblana," "Prince Arthur," "Llewellyn," and "St. Columba."

1641. Are those the same vessels as were accepted by the Admiralty in 1850 as capable of maintaining a speed of 12 knots an hour?—They are, with the exception of the "Prince Arthur," which was taken on in June 1851.

1642. She is smaller, I think, than the others?—She is a much smaller vessel.

1643. Do the vessels generally perform the passage within the contract time?—I should say they have done so; I can give the monthly averages.

1644. Have you the averages of the trips both ways?—I have only an average at the end of each month of both passages combined.

1645. Can you give us the average of the passage from Holyhead to Kingstown during the months of January, February, March, April and May of this year?—I cannot; I received no directions respecting documents, and have merely brought some notes, by which I can give you the average of the double passages.

1646. Give us the average altogether for those five months, beginning first with the average for January?—The average for January is as follows:—

	H.	M.
For the Eblana	4	58
Llewellyn	4	34
Prince Arthur	4	44
St. Columba	4	55

I beg to remark that that was an extremely boisterous month. In February the average was:

	H.	M.
For the Eblana	4	53
Llewellyn	4	47
Prince Arthur	4	35
St. Columba	5	9

That

That was a very boisterous month also, and the averages were all beyond proper time, with the exception of the "Prince Arthur." In March, the average was:

	H.	M.
For the Eblana	4	34
Llewellyn	4	22
Prince Arthur	4	21
St. Columba	4	59

And in April:

	H.	M.
For the Eblana	4	43
Llewellyn	4	30
Prince Arthur	4	44
St. Columba	4	59

That was rather a fine month. The "Prince Arthur" failed in consequence of a severe accident, and the "Eblana" appears to have fallen off in her speed.

1647. Are you aware of any reason for that?—She has not the means of generating steam power sufficient to propel her.

1648. She was not fit to perform the contract?—I cannot say that; she is a fine boat, but wants power.

1649. In her present state she is not fit to perform the contract?—Not at all times; the shortest passage she made during the month of April was 4 h. 24 m., which gives a speed of 12 $\frac{7}{10}$ knots; any of the vessels can go more than 12 knots, but they do not average it.

1650. Now give us the average for the month of May?—The average was for the

	H.	M.
Eblana	4	47
Llewellyn	4	31
Prince Arthur	4	19

There were only three vessels on the line, the "St. Columba" having been away since April for new boilers.

1651. Can you say that you think they were ever late, except in weather that was a justification for their being so late?—Yes; the "Eblana" and "St. Columba" have been late; the boilers of the "St. Columba" have certainly been in a very bad state, and should have been renewed, I think, last year. The boilers of the "Llewellyn" are not good, but I understand that new ones are bespoken for her; and in that case I should have no doubt that these two boats would be quite equal to the contract. The "Prince Arthur" is equal to the contract now.

1652. Do you not think it would be possible and desirable, both as regards the mail and passenger traffic, to perform the service in a more efficient manner, without reference to these particular boats?—As the mail traffic is generally a night passage, I should say that the average speed of 12 knots is sufficient. For the passenger traffic during the daytime, I do not care what speed you can accomplish; I think the public would prefer the quickest possible passage; but that should be in daylight, as great risk would be incurred in running these large vessels at too high a speed in the dark.

1653. Have you turned your attention to any particular kind of boat fit for the passage?—I have naturally thought upon the subject; and I should say, that with boats 50 or 60 feet longer than the present, they would attain a speed of 18 knots an hour, and by that means perform the passage in 3 $\frac{1}{2}$ hours.

1654. Would there be much passenger accommodation in these boats?—I should think so; I should suppose that boats of 1,000 or 1,200 tons, and of 600-horse power, would give sufficient accommodation to passengers; but I have had no inquiry upon the subject.

1655. Where are these vessels generally repaired?—The material repairs are executed at Liverpool.

1656. Have you ever known any inconvenience to result from that?—I certainly think inconvenience has resulted from it, for at times we have been left with only three packets, and I think we should always have four.

1657. Can you state any particular inconvenience that has actually taken place in consequence of that?—On one occasion the mail was delayed two hours, in consequence of the "Prince Arthur" not coming in in time to take the regular mail. The "St. Columba" was under repair at Holyhead, and the "Llewellyn" was at Liverpool; that was on the 29th September last. On another occasion the "St. Columba" was at Liverpool; the "Prince Arthur" proceeded to

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Kingstown, to await the Lord-lieutenant, and there was no packet in port on this side on the 28th of October last.

1658. Did delay take place in consequence?—No delay of the mails took place on the last occasion. But on the 27th September last there was a delay, as before stated: the "St. Columba" was disabled; the "Llewellyn" was at Liverpool; the mails arrived and were put on board at 7.11., but the "Prince Arthur," in consequence of arriving too late, could not coal in time, and the mails were delayed two hours, there being no third boat ready. That is the only instance that the mails have been delayed since I have been there.

1659. Can you state any other occasion on which any inconvenience has occurred?—I cannot.

1660. I presume you are well acquainted with the harbour of Holyhead?—Yes.

1661. Would there be accommodation for much larger boats in the new harbour?—The new harbour, when completed, would accommodate boats of any size.

1662. Sir *R. Bulkeley.*] I find by the returns that the work under the contract is practically done by three vessels?—The rule generally is, that each vessel should be running eight days, and be laid by four days. The two vessels are running whilst the third is lying by.

1663. But, practically, it is done by three vessels?—Yes; but there are four vessels generally.

1664. Is it not sometimes the case, that several months in the course of the year there are but three vessels?—It has so happened whilst I have been there.

1665. Do you think that sufficient?—I do not.

1666. Your duty is to look after the contract for the mails?—Yes.

1667. You have nothing to do with seeing that the ship is properly cleaned and fit for passengers?—Except to see that the engine-room is in proper order; and that the crew is complete, and that the vessel is competent to carry the mails.

1668. Do you conceive that the officers and men are equal to the duty, considering the harassing nature of their duties?—Yes.

1669. I see that at one time 50 trips were made in 25 consecutive days; under those circumstances, do they carry the same officers and crews?—They do.

1670. Do you conceive that the officers and men are equal to that task?—I should say that they are; I have had no complaints made to me. The commanders and men appear to me to be first-rate.

1671. Do you think that they can properly perform 50 trips across in 25 days?—They have done it; but I acknowledge that it is hard work, and I think there ought to be a fourth boat to relieve them.

1672. You take the time of the passages from the log of the captain?—Yes.

1673. Where does he strike his log; is it from the time of the paddles being put in motion off the pier at Kingstown, or coming out of Kingstown Harbour, and to the time that they cease to move at Holyhead?—He takes the time when abreast of the Lighthouse, coming out of Kingstown or Holyhead, and he takes the time again when he passes the Lighthouse on his arrival.

1674. *Chairman.*] Is it part of your duty to keep any report of the arrival of the railway trains?—I take notice every day when the mail-trains are received and when they go out, and have made a memorandum of the times that they were late.

1675. Does it frequently happen that the trains are late?—During the winter months.

1676. Give us the result of your observations?—In January 1853, the single mail-train was late six times; both mails were late 18 times. In February, the single mail was late 11 time; both mails were late 12 times. In March, the single mail was late 12 times; both mails were late 10 times. In April, the single mail was late 16 times; both mails were late five times. In May, the single mail was late 13 times. I have counted nothing that was under half an hour, so that these are all more than 30 minutes late.

1677. Do you not think it possible that the service might be performed in a more regular manner?—Most certainly.

1678. Were you acquainted with the service when it was performed by the Government?—No, I was not; but I have a return of the different boats from the year 1848, the time when the boats commenced running; the fast boats were brought there in August 1848.

1679. What

1679. What boats were there then?—The "Banshee," the "Caradoc," the "Llewellyn," the "St. Columba," the "Fire Queen," the "Otter," the "Scotia," the "Trident," the "Urgent," and the "Vivid;" the average speed of these boats from August 1848 to April 1850, both inclusive, was as follows:

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	Trips.	Average Speed. H.	M.
Banshee	475	4	6
Caradoc	393	4	30
Llewellyn	418	4	11
St. Columba	418	4	53
Fire Queen	51	4	58
Otter	8	6	39
Scotland	4	4	25
Trident	8	5	5
Urgent	14	6	9
Vivid	122	4	24

1680. Sir *R. Bulkeley.*] Were they driven at their full speed?—I believe that they were.

1681. *Chairman.*] Was the average higher or lower than it is at present?—Taking them altogether, I should say that it was lower, for some of them fall so very far short. The average speed for the whole of these trips was—

	Knots.
For the Banshee	13 $\frac{6}{10}$
Caradoc	12 $\frac{4}{10}$
Llewellyn	13 $\frac{4}{10}$
St. Columba	11 $\frac{8}{10}$
Fire Queen	11 $\frac{3}{10}$
Otter	8 $\frac{4}{10}$
Scotia	12 $\frac{7}{10}$
Trident	11
Urgent	9 $\frac{1}{10}$
Vivid	12 $\frac{7}{10}$

1682. Was the average of the four new vessels, the "Banshee," "Caradoc," "Llewellyn," and "St. Columba" higher or lower than the present rate?—It would be much higher. The "Banshee" was a very fast boat; and the "Llewellyn" when she first came there was a very fast boat also. The "Llewellyn" once made a short passage of 3 hours 36 minutes; and the "Banshee" one of 3 hours 28 minutes; the "Caradoc," 3 hours 54 minutes; and the "Vivid," 3 hours 45 minutes.

1683. Those four vessels were built expressly for the purpose, were they not?—The "Llewellyn" and "Caradoc," I believe, were; but I think the "Banshee" was built for the Dover station.

1684. Mr. *Fox.*] I believe the speed of those vessels has been excelled by the "Scotia" and "Anglia?"—I do not know that; but I know that they are very fast boats.

Mr. *James Owen Binger*, called in; and further Examined.

1685. *Chairman.*] I BELIEVE you are anxious to give some additional evidence?—I wish to give some evidence as regards the statement made by Mr. Cornwall of the late arrival of the mails.

Mr. *J. O. Binger.*

1686. It has been stated that one mail arrived on an average one hour and 20 minutes late at Kingstown, and the other one hour?—I have taken the average of 274 trips performed, of which 260 arrived late at Chester, principally owing to the heavy trains and the postal arrangements for the mails; there was time lost on the Chester and Holyhead Railway on 65 occasions; three times they were over 30 minutes, and twice they were over 20 minutes.

1687. Can you suggest any remedy for these irregularities?—The only remedy I can

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I can suggest would be running special mail trains, and not making them depend on postal arrangements.

1688. Would not that involve great expense?—It would certainly involve great expense.

1689. Have you made any calculation of the expense of running a special train instead of the present trains?—I have not.

1690. If the entire mail service were in the hands of the railway companies, what saving of time could be effected by the arrangement of the trains with the present boats?—By making the passage across in four hours 20 minutes, the saving which has been already mentioned could be effected, and reduce the time to 11 ¾ hours, or from that to 12 hours.

1691. Can you state whether, if the whole service were in the hands of the railway companies, they would be prepared to provide a large description of boats?—No doubt, if that were considered as an element in the sum to be paid.

1692. Have you made a calculation as to the sum that would be required for the whole service?—I have not; Admiral Moorsom would be more competent to do that.

1693. Can you give me the date of the opening of the Chester and Holyhead Railway?—It was opened in May 1848 as far as Bangor.

1694. When was the line opened to Holyhead?—The first train was run through on St. Patrick's day, the 17th March 1849, and it was opened for traffic on the 1st April. The first mail was conveyed in August 1848, and the two mails in June 1849.

1695. What was the date of the communication by means of the Tubular Bridge?—We went through it in March 1849, and it was opened for traffic in April 1849.

John Laird, Esq., called in; and Examined.

J. Laird, Esq.

1696. Mr. *Tollemache.*] I BELIEVE you build iron steamboats, do you not?—Yes.

1697. What vessels have you built?—I have built about 100 altogether.

1698. Can you name some of the principal ones?—I built two of these Holyhead vessels, the "Cambria" and the "St. Columba"; also the "Nemesis" and the "Birkenhead," which last is the largest I have completed. I am building two large vessels, of 2,100 tons each, for the Peninsular Company.

1699. Are you building steamers for the South American Company?—I am building four for them.

1700. Of what size?—Two of 1,100 tons, one of 1,600 tons, and the other 400 tons.

1701. Are they all to be of iron?—All are to be iron vessels.

1702. Do you think that a vessel of 300 feet in length and of 800-horse power can be built to run passages between Holyhead and Kingstown at the rate of 20 miles an hour?—I should think a vessel about that size would do it.

1703. Have you any doubt about it?—I have no doubt, considering what has been done already.

1704. What troops would she be able to carry in case of emergency?—One thousand men.

1705. Why do you suppose that a vessel of that size could carry 1,000 men; do you know of any instance of a steamer carrying troops?—Our own ferry boats across the Mersey carry 800; and I should think that a vessel four times the size could carry 1,000 across the Channel.

1706. Did the "Nemesis," on any occasion, carry troops?—Seven hundred or 800 at a time.

1707. What was her length?—One hundred and sixty-five by twenty-nine feet.

1708. You have no doubt that a vessel of 300 feet long would be capable of carrying on an emergency 1,000 men?—I have no doubt that a vessel of about 300 feet long, and 32 feet beam, would do so.

1709. Can you give us any notion of the cost of an iron vessel of that kind, 300 feet long, and 800 horse power, to run at the rate of 20 miles an hour, and to carry 1,000 men?—From 80,000 *l.* to 90,000 *l.*

1710. I suppose you are not come prepared with an estimate?—No; but I have no doubt that it could be done for that amount, and that that speed could be attained.

1711. You

1711. You have no doubt that you, or any other eminent ship-builder, could construct a vessel of that kind for that sum of money?—I am quite sure I could do it, but I cannot say within 10,000 *l.*; I would undertake to do it for about the sum I have mentioned.

1712. You would undertake to build a vessel of that kind, to run at the speed I have referred to?—Yes.

1713. Mr. *Vance.*] Have you ever built steamers partly of iron and partly of wood?—I have never built any but iron steamers.

1714. Mr. *Fox.*] Do you believe that a diagonal wooden vessel is as strong as an iron one?—I think not.

1715. Do you think that the depreciation in the property of a diagonal wooden vessel would be as small as that in an iron vessel?—I should think that the wear and tear of a timber-built ship, or a diagonal plank ship, would be much greater than that of an iron vessel. The Parliamentary Returns show the contrast between the two very materially in favour of the iron vessel. I have known iron vessels at work 20 years, and which are now as good as they were the first year they were built, and which have never cost anything for wear and tear, except in cases of accident.

1716. I suppose you could scarcely discover any depreciation in the hull of an iron vessel?—I built a vessel in 1834 for the City of Dublin Steam Packet Company, which has been at work constantly ever since; she was examined three years ago, and has never had a rivet replaced since she was built.

1717. In the calculation you have made, the ship would be one of about 1,500 or 1,600 tons?—One thousand five hundred or 1,600 tons.

1718. Mr. *Hamilton.*] Do I understand you to say that any of the vessels you have built go at the speed you mention?—No vessel of the dimensions and power has been built yet.

1719. Mr. *Fox.*] Do you think, supposing you were to put 800-horse power, with a screw propeller, into one ship, and 800-horse power, for a paddle-boat, into another, and build the hulls in the best possible manner, that there would be any difference in the speed?—If to go across the Atlantic, where draught of water is no object, the boat would be built best with a screw-propeller; but in the case of the Irish Channel, where the draught of water must be limited, you cannot obtain the same result with the screw as with paddle-wheels.

1720. Why do you say it must be limited?—I should like to have a screw vessel to draw 21 or 22 feet of water, and I do not think that a desirable draught for crossing the Channel. I can cross the Atlantic better with the screw; for this reason, that you can take advantage of the sails; but crossing from Holyhead to Dublin, you could not derive the same advantage from the screw as in a long passage.

1721. *Chairman.*] If you were requested to furnish designs for a vessel such as you have described, you would give your opinion in favour of the paddle-wheels, as I understand?—Yes, in crossing from Holyhead to Dublin, because I believe that the draught of water cannot be unlimited there.

1722. Mr. *Tollemache.*] Would you make yourself liable to a penalty if she did not accomplish the speed?—Yes; I should have no objection to undertake it on a penalty if she did not do it.

1723. Mr. *Fox.*] You could calculate it with great accuracy?—I have no doubt that it could be done, going by what has been done before with vessels much smaller in size, and of much less power.

1724. Mr. *Tollemache.*] We have had it in evidence that vessels built on diagonal principles are lighter than vessels built of iron; what is your opinion upon that point, assuming the vessels to be of equal strength?—I do not think that the others are of equal strength; the wood gets soaked, and the vessel would alter her shape, which an iron vessel will not.

1725. Sir *R. Bulkeley.*] Could you design a vessel with a poop deck, as in the American vessels?—I propose flush-deck vessels, with deck-house accommodation also, and so formed as to ventilate the lower cabin; not like the American vessels, but more like the Halifax boats.

1726. What accommodation would that give to second-class passengers?—In a vessel of that length and beam, with deck houses, you would have great accommodation for all classes of passengers.

1727. Mr. *Fox.*] Do you recollect showing me a drawing of a boat which had been stranded, and left high and dry at each end?—Some years ago, one of

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our ferry boats, in backing off, caught her heel, and she lay for a whole tide with 100 feet unsupported, and with 60 tons weight of engines and boilers just in the middle, confined to a length of 30 feet, and every one expected that she would be broken in two, and be completely ruined; but the next tide she floated off, and was at work next morning, and has not yet shown any signs of injury from that accident.

1728. What would have been the case if it had been a wooden ship?—She would have broken in two; there are instances of the kind.

1729. Was that the case with the "Demerara"?—She was broken in two.

Mr. *William Watson* called in; and further Examined.

Mr. *W. Watson.*

1730. Mr. *Vance.*] YOU have heard the evidence of Captain Skinner with regard to the average of your passages between Kingstown and Holyhead?—I have.

1731. What excess of time is proved in the five months of January, February, March, April, and May 1853, on the entire average of those voyages?—After Captain Skinner had given his evidence I made a calculation, and I find that it is 1 1-10th minute on the average of 604 voyages in those 5 months.

1732. That is, all your passages?—Of all the passages during this year, up to the end of May.

1733. Mr. *Hamilton.*] Can you reconcile that with the evidence of Mr. Cornwall?—I think Mr. Cornwall must have spoken rather from impression than from returns.

1734. Sir *R Bulkeley.*] May not his opinion have been influenced by the despatch of the mails from Kingstown?—I should say that his impression must have been formed from the time that the mails arrive at the Post-office; with the present arrangements we have no special train to wait for the mails, which is inconvenient.

1735. Mr. *Vance.*] Are you correct, that in those five months your contract time has only been exceeded on an average of each passage by 1 1-10th minute?—Just so.

1736. Mr. *Hamilton.*] I suppose there is no doubt of that as a matter of fact?—Unless my calculations are greatly in error.

1737. Mr. *Vance.*] You found that opinion on Captain Skinner's evidence?—Upon his monthly returns.

1738. Mr. *Hamilton.*] Are those the official returns which should go before the Post-office authorities?—Which do go before them.

1739. Would they not be the data upon which it may be supposed that the Post-office authorities would found any statement of theirs?—I do not see what other data they have to go by. These returns are taken as a check upon our performance of the contract; we never have heard any complaints from the Post-office on the subject.

John Laird, Esq., called in; and further Examined.

J. Laird, Esq.

1740. *Chairman.*] DO you wish to make any further statement?—I wish to state, with reference to the "Nemesis," it having been reported that she gave way in going out to India, that she was built for a river boat in the Indus; but in consequence of the Chinese war breaking out, she was sent round the Cape, and in a heavy gale off the Cape an accident happened, but she went on direct to China, and is now doing good service in India. That is 13 years since, and she has been a sea-going vessel up to the present time, and constantly employed.

Lunæ, 27° *die Junii*, 1853.

MEMBERS PRESENT.

Mr. Herbert.	Mr. Tollemache.
Mr. Vance.	Lord A. Hervey.
Captain Duncombe.	Mr. Fortescue.
Mr. Repton.	

HENRY ARTHUR HERBERT, Esq., in the Chair.

Lieutenant-Colonel *W. L. Maberly*, called in; and Examined.

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1741. *Chairman.*] YOU are Secretary to the Post-office, I believe?—I am.

1742. Have you had a plan submitted to you by Captain Huish, from the London and North Western Railway Company, for the acceleration of the mails between London and Dublin?—I think a plan was sent from the Treasury; I suppose that is the plan alluded to, which is now under consideration. I do not think it came with Captain Huish's name from the Treasury.

1743. Lord *A. Hervey.*] When was it sent?—I think it has been before us a month or six weeks.

1744. *Chairman.*] It is there suggested that the mail be despatched at 8 o'clock a.m., to reach Kingstown at 6.35 p.m., with the morning newspapers, and all foreign and home letters ready for early despatch; would you approve of such a plan?—I do not think it could be got out so early, with any number of letters; that is, 7.30 from the Post-office.

1745. Would you approve of any plan which required the Irish mails to start earlier in the morning from London?—I do not see the use of it.

1746. Would not there be a great number of what are technically called country letters that would go by that mail?—Not for Dublin. They could not get into delivery before the evening, when it would be useless to deliver them.

1747. Would not the letters arrive at Dublin in time to go out by the night mails from Dublin?—If the mails were retarded exceedingly, you might get them out from Dublin; but that would inconvenience the provinces in the same proportion. The later you started the mail, the later it would arrive in the provinces.

1748. What time do the out mail trains go from Dublin now?—They leave at seven o'clock.

1749. Used they not to go later than that?—No, I think not.

1750. Would there be any great objection to allowing the mails to start at eight?—You would not accomplish your object. If you did start the mails at eight, the mail would not be in.

1751. Not at the present rate of speed; but supposing the proposed acceleration to take place, could not the arrangement be made then?—Then there must be time for sorting the letters when they arrive. The question is, how many letters would there be, and what time would it take for sorting? I should doubt very much whether you would get the mail out from Dublin under an hour and a half, which would put back the despatch of the mails till nine o'clock.

1752. Do you think by sorting the letters in the trains that an arrangement could not be made to diminish the time necessary for sorting them in Dublin?—There would not be much time saved by that. At present we make up bags for some of the chief towns in Ireland in London.

1753. What would be the objection to carrying that out further by sorting the letters in the trains?—No objection at all, except that I doubt, do what you will, whether you would save much time.

1754. How much time do you consider is absolutely necessary now to sort the letters in Dublin, in order to enable the mail to start from Dublin?—I cannot tell you that without practical experience of the number of letters; that would depend upon the number of letters; and then, again, the question would be, what letters

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are there coming in from other parts; it is the whole mass that has to be dealt with.

1755. Would not such a mail as that bring in a great number of letters, if not direct for Dublin from Liverpool, and from other English large towns, at eight from London?—I should doubt whether it would bring much, except from London. I do not think the communications are at present arranged to pour in any great quantities of letters, except from the London line.

1756. Could not such arrangements be made so as to bring the letters from Liverpool, Birmingham and Manchester?—Anything may be done, if you choose to spend the money; at present the lateral communications are arranged for the main arteries; they are worked in, the one with the other. The day and night main communication with Scotland and Ireland are those with which the others are arranged, so that the lateral branches may pour their letters into the main lines, which carry them on to their destinations throughout the empire twice a day; therefore any intermediate communication would rely for its letters on the main line. In most cases you would not carry letters except from that intermediate line, unless you arranged it either with the night or the day mails; if you take a lateral communication to this third line, so much more the expense. The great secret of what is technically called the Post-office circulation (that is, the conveyance of correspondence throughout the empire in the most convenient modes with reference to expense), is the massing letters on a particular line; the more you can mass your letters on one particular line, the less the expense of communication.

1757. Is there not an Irish bag which goes by the nine o'clock train now?—I doubt it; I do not think there is; there used to be; I think they all go off together at five; I am not prepared to say that that is not the case.

1758. It has been stated in evidence that the mail leaves London now by the nine o'clock train, and remains at Chester until it is picked up by the five o'clock train?—I am not prepared to say that that is the case now; I think it was so, but I have some impression that it was abandoned, and they all go together by the five o'clock train.

1759. Do you think it would be worth while to make that arrangement, supposing there were a considerable number of letters at that time of day ready for starting?—It depends much on circumstances. When the day mail was first arranged to Ireland, the packets running between Holyhead and Kingstown were arranged to communicate with the main day mail to Scotland; and as a mail getting over to Ireland in the evening would obviously be useless, the bag remained at Crewe first, and I think subsequently at Chester; it was then picked up by the Liverpool and Holyhead mail at night, and carried on to Holyhead, and over to Dublin; thus, in point of fact, it got to Dublin early in the morning with the Liverpool mail, the communication between Liverpool and Dublin being effected by the same steam communication which carried the London mail to Dublin. It has always been considered very important by the Post-office to give Dublin a good communication with Liverpool; so that letters posted at Liverpool in the evening should arrive at Dublin early in the morning, and be delivered on the first delivery. The arrangements of the night and day mails with Dublin from London effect this double purpose, not only conveying the correspondence carried by the day mail to Ireland, but also furnishing a good communication between Liverpool and Dublin. Liverpool, in point of fact, now has become the port of Dublin. Numbers of traders go over to Liverpool themselves and make their purchases, and return; they find it their interest to do so; the merchants of Dublin and the traders of Dublin have always attached the greatest importance to a good communication with Liverpool and the manufacturing districts. I am not prepared to say whether they do not hold it to be of as much importance to them as a communication with London.

1760. Mr. *Tollemache.*] Did not you say that the arrival of letters in Dublin in the evening would be useless?—Yes, for Dublin.

1761. What is the latest hour at which letters arrive at Dublin, to be delivered at Dublin?—That depends upon the Dublin delivery; it would be perfectly practicable to deliver them; but then comes the question, whether the merchants, traders, and lawyers, and people of importance, are at their houses in Dublin, so as to act practically upon them.

1762. What is the latest town delivery now in the city of Dublin?—Seven o'clock p.m.

1763. Can

1763. Can you tell the Committee what time letters are despatched from Dublin to different parts of the country in Ireland?—Seven o'clock; there are two despatches, one about 10 in the morning, and 7 in the evening; I believe it is half-past 9 from the Post-office; the Dublin and Belfast day mail is 10 o'clock; the Dublin and Cork is 10; that is half-past 9 from the Post-office.

1764. Then the letters are despatched from Dublin in the morning, and in the evening for the country districts of Ireland?—On certain lines.

1765. At what time are they despatched in the evening?—At 7.

1766. The whole of the mails which go by the lines radiating from Dublin, are despatched on those lines at 7 o'clock in the evening?—Yes.

1767. At what time must letters arrive from England at the Post-office at Dublin, to be despatched at 7 in the evening?—I can hardly answer that question; that is a question more for the superintendent of the Inland-office at Dublin, with regard to the force he has, and the quantity of letters poured in upon him; not knowing the facts of the case, I should allow about a couple of hours in making any arrangement as a safe arrangement; that is, not knowing the details at present.

1768. Therefore, in fact, letters from England to be despatched in the evening from Dublin, should arrive in Dublin at 5 in the afternoon?—I should think so.

1769. To what extent could that two hours be shortened, supposing the letters were sorted in the trains or on board the vessel on the passage?—I do not think that would effect much; there is no great quantity of letters after all, and I think I have said before, that bags are made up now in London for the great towns in Ireland. The practical point is, what time we could save if we could sort the letters; my own impression is that very little time would be saved, because there is not such a mass of letters to sort.

1770. Lord *A. Hervey.*] Would it take two hours to sort the letters?—No; but you have all the Irish letters to sort; these are only the London letters I am speaking of.

1771. Mr. *Tollemache.*] At what time must letters arrive at the Post-office in Dublin before they are despatched to the country districts of Ireland, in the evening?—I should not say it would be safe under two hours.

1772. Even if they arrived sorted?—Yes.

1773. With regard to sorting letters, if a larger description of boat were established upon the line, could not a cabin be set apart for the sorting of the letters?—I take it that a great portion would have to be re-sorted at the end.

1774. Why would they have to be re-sorted again at Dublin?—Because you could not trust to the sorting.

1775. Why could not the letters be sorted as well on board the packet as at the Post-office?—How is it possible that two or three clerks could know the whole circulation of Ireland?

1776. Could not the clerks on board the packet sort the letters which are to go to certain great towns in Ireland, such as Belfast, Cork, and others?—No; Ireland must have 500 or 600 post towns, and I should think 1,400 or 1,500 receiving offices. Letters frequently come, for instance, addressed, "Sir Robert Ferguson, the Farm." Who is to know where "the Farm" is? But the man who knows the Londonderry line would know Sir Robert Ferguson's address, and would correct the misdirection.

1777. There are certain great towns in Ireland for which the clerks on board the packet, or on the railway at all events, could partially sort the letters?—They are already sorted in London.

1778. But supposing other letters, besides those from London, crossed the day-mail, could not the two hours be shortened by having the letters sorted on the passage?—You may sort them to a certain extent, but I think they would have to be re-sorted again.

1779. Mr. *Vance.*] Could not you minutely sort the letters by drafting experienced clerks from the Dublin Post-office to do so, and supply their places with new hands?—I very much doubt it; you would have a re-sorting at Dublin.

1780. Even if you took the present experienced clerks?—I think so; in all probability you would have a re-sorting; I do not think you would save much time.

1781. Mr. *Tollemache.*] If bags were made up on board the steamer for Cork, Belfast, and the other great towns in Ireland, would it be necessary to sort those bags again at Dublin?—We make up bags now for Dublin, Kingstown, Limerick, Waterford, Cork, and Belfast, in London.

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1782. That is, supposing the letters to go simply from London?—Yes, those are from London. In the travelling office they will vouch, of course, for particular towns; I believe it is proposed by Mr. Hill, who has that arrangement under him, to make up bags for Belfast, in order to get the Belfast mail earlier; that will be done in the travelling office from Chester to Holyhead. I do not think you you would save much time in the packet sorting.

1783. You do not think time would be saved by sorting the letters?—I think something might be saved, but it would be very small, not above a quarter of an hour or 20 minutes. I have a Return, showing the number of letters forwarded from the Inland Office to Ireland, on the 8th June 1853. (*The Witness delivered in the same.*)

Letters Posted in London - - - - - - - -	2,522	
Express Mail:		
Forward letters - - - - - - - - - -	3,505	
		6,027
Letters posted in London - - - - - - - -	5,850	
Night Mail:		
Forward letters - - - - - - - - -	74	
		5,924
TOTAL - - -		11,951

1784. At present there are regular carriages on the railways in which letters are sorted?—Yes, but the thing is becoming exceedingly inconvenient, and getting beyond our means already; we have to clear the boxes every moment. For instance, there are little pigeon-holes, and when there are large newspapers and a number of large letters they are full in a moment, and their contents have to be packed in the bags. There is also another thing, the book and parcel post; all that affects the travelling office, because those things are very bulky.

1785. I only alluded to the railway carriage to show that letters, to a certain extent, may be sorted in a very small space, and if vessels of a superior kind were put on between Holyhead and Kingstown, of course the space for sorting letters would be very much larger than that allowed in a railway carriage?—Yes; but the railway post-office only sorts into 30 or 40 divisions, whereas the sorting which is proposed on the packets for Ireland would be 400 or 500.

1786. When you appeared to think it was impossible, you were asked whether the letters might not be sorted, particularly for certain of the principal towns in Ireland, which would relieve the sorting very much when the mails arrived at the Post-office in Dublin; supposing that partial sorting took place, and the mails were made up for the principal places in Ireland, would not that considerably reduce the two hours which you say are now necessary?—I should rather doubt it. I doubt whether any particular town in Ireland would have a very great correspondence with England generally, so as to reduce your sorting; that would depend upon the nature of the correspondence. For instance, in the 500 or 600 post towns in Ireland, supposing there were three or four, or five or six letters for each post town, it would take a great number of letters, and yet you would want to sort for each town individually in the packet. If all the correspondence were for certain centres, such as Cork, Belfast, and those towns, it might be easily managed; but if it is spread over a great surface, it would by no means be easily managed over the whole district of country.

1787. Supposing the sorting could be thoroughly carried on in the vessel, then I suppose it would lessen the time very much which was occupied for sorting in Dublin?—Yes, if you could do it.

1788. Do not you think it is possible, in a large sized steamer, that a room might be provided sufficiently large to have a complete assortment of the letters on the steamer?—You may do so; it is a question of money whether it is worth while; you must have a force of clerks.

1789. Would not the force of clerks employed on board the steamer lessen the force required at the Post-office, if you lessened the work of the Post-office?—I am not prepared to say that it would lessen the work of the Post-office. The question would depend very much upon whether the sorting was perfectly effected or not.

1790. Supposing

1790. Supposing a larger class of steamers were put on between Holyhead and Kingstown, so that a good room could be provided for sorting letters, and a proper sorting could take place on board the steamer, would not that lessen the labour of sorting in the Dublin Post-office?—Of course, if you could sort the letters coming from England, so that you had only to carry the bags into the Dublin Post-office, it would be an advantage.

1791. Do you think it would reduce the two hours, which in your opinion should be allowed?—I doubt whether it would so very much. For quick operations in the Post-office, I would as soon have a larger force, and dispose of them at one point.

1792. Mr. *Vance.*] For the seven o'clock mail, a letter is time enough if it is posted at six o'clock; presuming that that is the case, if you were to receive all the inland letters for Ireland sorted in the way which has been described, do not you consider they would be time enough at the Post-office at six o'clock?—Of course, if they are already sorted.

1793. Would not that save an hour from the time you have before mentioned?—If you can sort them.

1794. Presuming they are sorted, if the letters reach the Post-office at six, they can be despatched at seven?—If they were properly sorted, and in such a state as it was only necessary just to put them into the bags prepared for the post towns in Ireland, of course there would be scarcely any delay in the operations at the Dublin Post-office.

1795. Would not an hour out of the two hours be gained in that way?—Yes; on the supposition of the mail arriving at six, it could be easily despatched at seven.

1796. Mr. *Tollemache.*] Did not you say that no mails are despatched from London by the 9.15 train in the morning for Ireland?—I am not certain; my impression is that that is not the case.

1797. I understand you to say, that the correspondence between Liverpool and Ireland is very great indeed now?—I do not know the amount of it, but it is very important.

1798. Do any of the Liverpool letters meet the 9.15 train, which must leave Chester about half-past two or three?—None.

1799. All the letters which are sent from Liverpool to Ireland go by the night train?—Yes, by the night train. I doubt whether Liverpool has a second despatch; I cannot positively say whether Liverpool has a second despatch; I should say that at present the despatch from Liverpool is to join what is called the down day mail at Chester, the express mail at 8.45 p.m., and therefore the next despatch must be about 11 or 12 o'clock at night.

1800. If the communication between Liverpool and Dublin has become so important, do not you think it is desirable that there should be another despatch from Liverpool besides the one?—It depends entirely upon how you can work it in. I do not think a second mail would be desirable; I do not think it is much required.

1801. Did not I understand you to say it was most important?—It is; but in all these questions, the Honourable Member must bear in mind that the excellency of Post-office arrangements is to establish a communication in the night; to despatch letters late in the evening, so that they shall arrive early in the morning, leaving the whole of the day for the transaction of business; that is considered the general principle of convenience in Post-office communications; that object is effected at Liverpool.

1802. But although that no doubt must be a most important arrangement, do not the merchants of Liverpool set great value upon a second delivery in Liverpool?—The question is, in what time that could be made available for Dublin and Liverpool letters, supposing 10 or 12 hours to intervene between the despatch at Liverpool and the arrival in Dublin. I do not see that a letter despatched at, we will say, two or three or four o'clock in the morning, would be practically of any use when it arrived in Dublin at one, two, or three in the afternoon, because in point of fact the people would be in bed; the letter would have been written long before.

1803. That is, supposing they should occupy 12 hours?—About 10 hours. No one writes letters at six o'clock in the morning. The present despatch from Liverpool is a quarter before nine at night; I believe there is only one despatch from Liverpool at present.

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1804. If the express left London at eight o'clock in the morning, it would arrive at Chester probably at about one o'clock, at the rate at which it is proposed to run it, therefore the Liverpool letters might meet that train at Chester?—Yes, being posted at Liverpool at about half-past 11.

1805. Would not that be a convenient time to those persons to whom a second post was of importance?—No; because it would arrive in Dublin so late that it would be practically of no use. In Post-office matters, it is conceived, when a letter arrives at a place for delivery, we will say later than half-past six, it is practically useless; a few important letters may be perhaps of service, but the bulk of the communications are useless, inasmuch as they cannot be acted upon till the next day.

1806. You are aware, if the plan were carried out, the letters would arrive at Dublin at 6. 41, with the letters sent from Liverpool at 11 o'clock, being sorted on board the steamer?—Assuming that they arrive at six, my own impression is, that it would be practically useless for Dublin itself; going out by the seven o'clock delivery, which is the last in Dublin, they would be practically useless, if they were written at Liverpool at 10 o'clock; the bulk of them would be of no value to the correspondents; that is my impression, but then it may be wrong.

1807. *Chairman.*] Are you aware that a difference of opinion exists with regard to that point on the part of the Chamber of Commerce and commercial men in Dublin; they consider it would be very important to have a delivery at that time?—No, I am not at all aware of that; I should say, from the habits of the Dublin people, that it would be practically useless.

1808. Mr. *Tollemache.*] Supposing the habits of the people of Dublin were to become like those of the people of Liverpool and Manchester, you think that that delivery would become of importance?—I think it would; Liverpool is quite different from Manchester; they dine late at Liverpool, and at Manchester they dine early, and go to their counting-houses afterwards.

1809. In the event of this day train leaving London at eight o'clock, and Chester at one, you say that letters might be despatched from Liverpool at eleven to meet that train; at what time could they be despatched from Manchester to meet that train at Chester?—I cannot quite say; we have eight or ten trains between Liverpool and Manchester; but we use the company's trains, and the times are constantly accommodated to those trains.

1810. It has been given in evidence, that the number of letters which pass between America and Ireland are greater than the number of letters which pass between England and Scotland and Ireland; that is to say, the correspondence between Ireland and America is greater than that between Great Britain and Ireland?—I do not agree with that; I think Mr. Cornwall was incorrect in that statement.

1811. *Chairman.*] At all events, the communication now between America and Ireland has become very important?—Very important.

1812. Mr. *Tollemache.*] Does not the bulk of the communication from America to Ireland pass through Liverpool?—Yes; it passes through Liverpool; the packets start from Liverpool, and they arrive at Liverpool.

1813. Do not you think it would be a great convenience if the American letters which are addressed to people in Dublin, and people in different parts of Ireland, were carried by this day mail from Liverpool to Chester?—It might.

1814. Supposing these American letters could arrive at Dublin in time to be despatched by the evening mail, would not that be an additional reason for sending them by the day mail?—It might.

1815. In that case the day mail would become an important one to Ireland, as so many letters would meet at Chester from Manchester and Liverpool, and when the packets come in, the American letters would as well?—When a packet came in, the American letters would be despatched by it.

1816. If the Dublin gentlemen were to assume the same habits as those of the Manchester and Liverpool people, which, perhaps, they will do when this communication is improved, the day mail then would be of very great importance to Ireland; if that were the case, is it not possible to despatch the mails rather after seven from Dublin, for the sake of affording Ireland this additional accommodation; would it not be worth while to alter the time, so as to despatch the mail at eight?—There is no difficulty about altering the hour of despatch at Dublin; it will alter all the arrangements through the country; but still there is no difficulty about it.

1817. If Captain Huish's plan were carried out, the express train would leave at eight a. m., and it would arrive at Chester at one, and that would admit of letters being despatched from Liverpool at eleven, and also from Manchester at eleven, and therefore a very important mail would be in readiness at Chester to be conveyed by the same train on to Dublin. The mail would arrive at Dublin at 6.41, and if there would be no difficulty whatever in delaying the sending out of the night mails from Dublin till eight o'clock, those mails would arrive in good time to be despatched by the night train to different parts of Ireland?—Yes.

1818. Under all those circumstances, and if all those arrangements were carried out, do not you think the day mail would become the important mail for Ireland?—I doubt it, unless it started from London later.

1819. At all events, as far as the Manchester letters, the Liverpool letters, and the American letters are concerned, it might be an important mail?—Manchester letters could hardly be got; they would not write much at that time.

1820. Surely the distance between Manchester and Liverpool is not very great?—No; but the letter must be written before 11; that is, on the supposition that the same time is taken at Manchester as at Liverpool. The despatch would be at 11. The letter must be written and posted, say at a quarter past 10; a quarter of an hour must be allowed for making up the bags, and half an hour taking them from the Post-office to the railway station.

1821. So that these questions, upon the supposition that a second delivery would be considered valuable to the merchants and manufacturers of Ireland in the way it is in England, are of no weight, in your opinion?—I doubt much whether it would be valuable.

1822. You do not think that the Irish would value a second delivery in the same degree as it is valued in England?—Not such as would be a delivery at eight in the evening of a letter written at half-past 10 in the morning.

1823. Then, as far as that plan is concerned, would not the provinces have an advantage?—That is a different matter. The forward correspondence would be benefited certainly, though even there again the inconvenience of the despatch of the letters would render the correspondence small. I think there would not be the same number of letters written; the greatest number of letters is always written for the night communication.

1824. Although the night-mail is the most important mail, still, if letters were sent in the way proposed from Liverpool, from Manchester, the Potteries, and other manufacturing and commercial districts, and also occasionally the American letters, they could be sent by the day mail, and that day mail would be an important one to Ireland?—A late despatch from Dublin would, of course, bring the letters into the provinces two hours later; the country and the persons who live in the districts remote from towns would be the chief sufferers from this arrangement, inasmuch as the rural post receivers at long distances from Dublin would be despatched later than they now are, and it would curtail the interval which exists in most cases for reply.

1825. The arrival would be later, and the mails would be accelerated both ways; the up mails to London would be accelerated as well as the down mails; therefore, although the letters would arrive later in the provinces of Ireland, still the letters would be despatched later?—You would get no London letters.

1826. At all events, if there are not many letters sent from the manufacturing districts to Ireland, I understand you to say that Liverpool is now become the port of Dublin, therefore the communication between Liverpool and Dublin is very important, as far as Liverpool is concerned, would be an important mail?—We differ there, because the despatch is early from Liverpool and arrives too late at Dublin; I think, practically, an arrival the next morning would have the same effect.

1827. Mr. *Vance.*] Are you not aware that there is a large correspondence between Manchester and the country towns of Ireland?—There may be; I am not aware of it; it is impossible for me to say.

1828. Do you not think, presuming that there is a large correspondence between Manchester and the country towns of Ireland, a Manchester merchant, to save 24 hours in his communication, which he would do according to the plan which has been alluded to, would be induced to write his letters at 10 o'clock in the morning?—I do not think he would save the 24 hours; there is very little difference between the present and the proposed circulation; of course, if he gained

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any time which was of practical importance to him, he would write his letters at 10 in the morning.

1829. Would not a letter posted at 11 arrive in Dublin in time to go out to the provinces that night?—Yes, if you take a town five or six hours from Dublin; say 100 miles off.

1830. Take Limerick for example?—A letter would get to Limerick at two or three in the morning; it would be delivered about half-past eight next morning; that would be 21 hours.

1831. Take the present communication; a person would not get that letter until night?—Much the same. The present communication is, that the letter would be posted; taking, as we have assumed in the other case, Manchester to despatch at the same time as Liverpool, at, say 8.45, or say 8 o'clock, it would go down by the Dublin day mail at 10 o'clock, and I think it would arrive at Limerick somewhere about half-past three.

1832. Of course, for practical business purposes, it would be much more important that the letter should arrive in the morning, which this projected plan would accomplish?—On the other hand, for practical business purposes, it is much more important that it should be posted late at night, which is the present case.

1833. I am assuming that the merchant in Manchester, in order to get his correspondence early in the morning for practical business purposes, would write at 10 o'clock?—He would know nothing to communicate, no markets, or anything; merchants like to be able to write after 'Change.

1834. Therefore you think it would be of no practical use?—I think it would be of some use; but when you come to compare it with the present circulation, and say it is so much better, I am not prepared to admit that it is so much better.

1835. But still it would be one element in inducing you to recommend this mail?—I do not think the mail can be recommended for Post-office purposes; you may improve your present postal communication to a certain extent, but I do not think you can improve it much.

1836. Mr. *Tollemache.*] What time is the second delivery in London from Liverpool or Manchester by the day mail?—I think it gets out about 12 in the City; but at the west end of the town we deliver them by the London district post.

1837. *Chairman.*] The next suggestion is, that instead of the 5 p.m. and 8.45 p.m. mails, one should be dispatched at 8 p.m.; would you have any Post-office objections to that suggestion?—Do I understand that it is proposed to suppress both the existing mails, and to substitute, in their stead, a mail despatched from the railway at 8 p.m., that is, the despatch from the Post-office at 7.30?

1838. That is the suggestion which has been sent to the Treasury by the railway companies?—I should very much object to the suppression of the existing train at 8.45 p.m., as it not only carries the correspondence from London collected to the latest period, but also the correspondence which falls into the line at Tamworth from a great portion of the empire, inasmuch as the up and down mails at present effect a junction at Tamworth, and allow a little time for sorting and for transferring bags from one railway Post-office to another. Any interference with the present junction of these mails would curtail the usefulness of the mail to Ireland, by lessening to a great amount the quantity of correspondence carried. I omit the minor inconveniences of restricting the time of posting to all the Government offices, and to the Members of the House of Commons; the number of letters that would go wrong and be too late, from people imagining that if they posted letters in time for the ordinary despatch of the mails to the interior of the empire, they would be in time for the Irish despatch; and delay must be the case in a great number of instances in the outskirts of London, where it would not pay to have second communications connected with the Irish mails; those are the chief objections to doing away with the 8.45 p.m. mail.

1839. Would there be any objection to altering the time of starting of the 5 p.m. mail?—It all depends upon the time it would get into Dublin. If you can abridge the time by two hours, I should take half an hour of the two hours for Dublin, and the other hour and half for England; the time I would propose, in that case, would be to start at half-past 6, and arrive at Dublin about a quarter or half past 5; that is how I should dispose of the two hours.

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1840. On the 18th of March 1853, Mr. Wilson, the Secretary to the Treasury, wrote a letter to the secretary of the City of Dublin Steam Packet Company, in which he makes the following statement: "I am commanded to acquaint you that my Lords are of opinion that the present time occupied in the transmission of letters from London to Dublin is unnecessarily long." Do you concur in that opinion?—I think you may shorten the communication; in point of fact we have done it in less time, when we had the Government packets.

1841. When you had the Government packets, in how much less time did you perform the service?—I should say half an hour was saved from the passage.

1842. That is nearly three years ago, is it not?—The 1st May 1850, I believe, was the time of the new contract; that fact can be easily ascertained.

1843. Are any other important lines of postal communication longer now than they were three years ago; to Scotland, for instance?—Yes; I think we gave 15 minutes, or half an hour, the other day, on the London and North Western, on the representation of Captain Huish that he must have more time; but we are going to accelerate immediately, when we shall get that back, and also something considerably more; I think it is an hour more.

1844. Supposing it to be possible to perform the service in 11 hours or 11½ hours, what alteration would you suggest in the five o'clock train?—I should wish the mail to be brought into Kingstown at about half-past five, and into Dublin, I should say, punctually at six o'clock; and of course, assuming that it could be done in 11 hours, I should take the corresponding hour 11 hours earlier, as the despatch from London.

1845. Mr. *Repton.*] That is at half-past six?—Yes, at half-past six; I should therefore give an hour and a half to London, so as to enable the people of London to write their letters by the express mail for an hour and a half longer than they at present do. I should keep the present night mail at 8.45 precisely in the same position as it now occupies as to despatch. In fact, as I said before, I should give the time to London as far as I could, keeping the time of arrival at Dublin at half-past five.

1846. Are you aware that the mail does not arrive at Kingstown very punctually now?—I think there is about half an hour of time lost, which is chiefly on the railroad.

1847. Does any regular report come to you every time the mail is late?—Yes.

1848. Have you any power to fine the railway company, or do you take any steps to punish them for being late?—Not by the mail to Chester; it is not a mail train.

1849. *Chairman.*] Would you make any alteration in starting the mails from Dublin that that post would meet?—You might, or not; I do not see any great object in making much alteration in Dublin; 10 o'clock is at present the hour at which all the mails for the interior are despatched. I do not attach the same value to the alteration that other people do; that is a matter for the people in Ireland in settle for themselves. My own feeling is, that the despatch at 10 o'clock is about the right time of despatch for the day mail, because it combines two objects; it sends on the forward correspondence, arriving from all parts of the interior in Dublin that morning, and also the English mail; it also allows a person to write a letter early from Dublin to send down to the country by the morning mail; therefore it combines the two objects, namely, the despatch from Dublin of Dublin correspondence, and also to forward correspondence. If you get that mail started at nine or eight o'clock, I look upon it as practically useless for any correspondence from Dublin to the interior of Ireland; it is too early; people are not up; they would not write letters; and no letters of business would go on by it; you may get a few letters.

1850. Must not those few letters be of very small importance in comparison to the mass of the English mails arriving by the half-past five boat?—Yes. The question is, what the numbers are that would be sent forward. Recollect, after all, the day mail is not of that very great importance which people imagine; it only applies to the towns; the country does not get the benefit of a day mail; you cannot go to the expense of sending messengers into the small districts which branch off from the post-towns with the day mail. Frequently, even the post-towns which are a considerable distance from the railway, have not their day mails; the number of letters is not sufficient to pay. It is only the towns on the line of railroad in most instances that get a day mail; half the number of letters

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carried by the day mail lie over to the next morning, till they are taken out by the rural messengers.

1851. But the day mail comprises all the chief commercial towns in the kingdom, does not it?—Not at all; it is only the other day that Hungerford and Newbury had a day mail; and in Ireland, only the other day, the Galway line had a day mail put on it.

1852. But a day mail starting from Dublin earlier would give advantages to the great commercial towns of Ireland, would it not?—*Pro tanto*, of course; but they would lose the communication with their own capital. In making the communications from the central capital, if I may so call it, with the interior of the country, with the interior of Scotland and Ireland, through Dublin and through Edinburgh, there are other considerations besides the mere despatch of the mails; it must be recollected that you have to deal with Dublin itself and Edinburgh itself, as capitals, and therefore you have to consult the feelings of those towns very much, inasmuch as the correspondence of Dublin may frequently be more important to the interior of Ireland than the correspondence with London; and so in Scotland. On the occasion when it first became practicable to send the mails, without stop, through Edinburgh and Dublin, we considered it right to consult the local authorities as to their wish on the subject, and it was only having obtained their assent to it that we undertook the measure. When the lawyers and the bar of Scotland and Ireland, I believe, live in the capitals of their countries, and all the law business is carried on by communication from these capitals, it becomes a matter of serious consideration which class of correspondence is to be delayed or accelerated. Sometimes the local correspondence may be more important than the correspondence with the imperial capital, which does not, in point of fact, comprise such interests as does the local correspondence to many parts of the kingdom.

1853. You are aware that a great anxiety on this subject exists amongst persons connected with the great commercial towns of Ireland, such as Belfast, Cork, and Limerick?—In Belfast I can understand such an anxiety existing, but in Cork and Limerick I do not see that they would gain very much by it.

1854. Would it not be a great advantage to them to have their mail in time for business?—Yes; but whether they get any great quantity of letters or not, I am not prepared to say; I should very much doubt there being a mass of correspondence. The question is, whether you start at eight or half-past nine by the morning mail, and for that additional hour, which you give to the London correspondents, you take away, in point of fact, the power of writing from Dublin, their own capital.

1855. Supposing the 8.45 mail to be accelerated, so as to be in time for the out mail from Dublin at ten o'clock, would not that be a great advantage?—It would be a very great advantage to Dublin.

1856. Would it not be also a great advantage to the provincial towns?—No; you would not alter your hour of despatch till the evening.

1857. Would not a letter posted in London for the 8.45 mail go on by the 10 o'clock mail from Dublin, instead of lying in Dublin a great portion of the day?—No, it would not get there.

1858. Lord *A. Hervey.*] If the mail were carried from London to Dublin in 11 hours, would not that give two hours and a quarter before the morning mails left Dublin?—If you could accomplish sending the night mail out in 11 hours, it would be a very great advantage indeed.

1859. Mr. *Tollemache.*] Supposing the mail were accelerated to the extent proposed, it could be done, could not it?—How are you to accelerate the mail to that extent, when you cannot get beyond the junction at Tamworth? If you run past that junction you go off, in point of fact, before all the other mails have come up, and you leave a great quantity of correspondence behind.

1860. Lord *A. Hervey.*] Do you know by Captain Huish's plan at what time the mail would arrive at Tamworth sooner than by the present arrangement?—Captain Huish leaves Tamworth out.

1861. *Chairman.*] Am I to understand that you consider, even if it were practicable to accelerate the mails to 11 hours, that it would not be desirable to do so with the 8.45 mail?—I think not.

1862. But that you would accelerate the five o'clock mail to that extent if you could?—Yes.

1863. Lord *A. Hervey.*] Supposing an hour and a half of Captain Huish's saving

saving is made between Tamworth and Dublin, it would be still practicable to get the mail from London?—I very much doubt it; that is a question upon which the Inland Office in Dublin could alone speak; that would very much depend upon the number of letters to be sorted, and the force you give them to sort the letters with. The great advantage to Dublin itself would be an early delivery and a later despatch, and very likely a return post by that mail.

1864. *Chairman.*] Assuming the time to be reduced the other way from Dublin, what change would you make in the 1 p.m. mail?—You would start it so much the later from Dublin.

1865. Would not that be very desirable indeed?—That would give a return post, and be exceedingly desirable. Whatever you save you would get in the earlier delivery; you would get the same time also in the later despatch, because an acceleration makes an earlier delivery and a later despatch, inasmuch as in Post-office practice we always time to London.

1866. I suppose with that mail you would give nearly all the time on the Dublin side?—Yes; because the times now fixed for the despatch from the delivery in London form part of the general arrangement; it is the general despatch of the mails for the whole kingdom. The letters are collected for the whole kingdom, from the 500 receiving-houses round London, to come in at the proper hour. The mail from Dublin is connected with the main mail, which comes into London at half-past four in the morning, the delivery being effected in the whole of London, and also within the London district post; therefore the letters go out in one despatch, and are delivered in one delivery.

1867. Lord *A. Hervey.*] Do you know what time the mail arrives at Tamworth now?—The down mail arrives at 12.25, and the up mail arrives at 12.42.

1868. Mr. *Tollemache.*] Might not the mail from Tamworth to Dublin be accelerated to any extent without interfering with the Post-office arrangements?—Without interfering with that junction.

1869. You yourself would approve of the train being accelerated?—I do not see at present any difficulty, but I can scarcely pronounce an off-hand opinion on all these points; I should not like to commit myself by a positive expression of opinion.

1870. You would not then see any objection to an acceleration to almost any extent between Tamworth and Dublin?—No.

1871. Supposing the present train arrives at Tamworth at 12.45, and Captain Huish's plan could be carried out, the train would arrive at the railway at Dublin at about half-past eight?—Yes.

1872. If it arrived at Dublin at half-past eight, could not it be forwarded to the interior by the ten o'clock train?—I think it might be with great exertion, if you did not mind spending money.

1873. In what way would the expenditure be required?—In establishment; the mails at present are despatched at half-past nine.

1874. Mr. *Tollemache.*] Are the mails despatched at half-past nine from Dublin?—Yes; the Great Southern and Western goes at half-past nine.

1875. Would there be any objection to their being despatched an hour later?—No, I think you might take half-past ten. If you got in your mail at half-past eight, I dare say we could manage to despatch the mail by the day mails from Dublin; I think that may be assumed.

1876. In your opinion, if that could be accomplished, would it not be a very important matter?—I think it would.

1877. Mr. *Vance.*] You cannot alter your time of junction at present at Tamworth conveniently, can you?—It would alter the whole arrangements of the kingdom; it is an exceedingly complicated arrangement. I am not prepared to say that we could not alter it; there is nothing that cannot be done; but whether it would be as well done as it is now I will not say.

1878. *Chairman.*] You do not sort the letters now on the Irish trains, do you?—There is to be a sorting office between Chester and Holyhead; it is not yet in operation.

1879. The question referred to the Irish railways?—No, certainly not; it would not pay.

1780. Mr. *Repton.*] There is not sufficient traffic, I presume?—It is very expensive, because you have to pay for the weight of the travelling office and an establishment of clerks, and it is only the cross corespondence of the different towns, one with another, that is sorted; we have not travelling offices on many of

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the English lines; we have not a travelling office on the Great Western, except on the Bristol and Exeter line.

1881. *Chairman.*] Would not the same acceleration be a great advantage for the mail which now leaves Dublin at 7.30?—I do not see any great object in accelerating that mail.

1882. Would it not be a great advantage to the Dublin people to have their letters in London for the early delivery, than as at present, leaving by the night mail?—I do not think it would; the letters are now timed to arrive in London by half-past four, with the main mails from Scotland and elsewhere, which fall into the communication; it is the return express mail of the day mail which falls into the morning mail from Scotland, Liverpool, and Manchester, at 11 o'clock, at Euston-square.

1883. If you could get that night mail from Dublin to arrive in time for the early delivery in London, would not that be a great point to be gained?—Yes; but you must have an express train for it for Ireland alone; and could you accomplish that? You must bring it up in six or seven hours.

1884. Mr. *Tollemache.*] Instead of leaving Dublin at half-past seven, it is proposed to leave Dublin at five minutes to seven?—The great advantage of leaving Dublin at half-past seven is, that all the boxes are cleared to the very last hour for the mails going into the interior and for London; nobody posts a letter to go out by the night mail from Dublin at a later period than he posts a letter for London, consequently he posts all his letters together; he does not post a letter for Limerick, and a letter for Cork, and a letter for London, at various times, but he posts all for the last despatch.

1885. Did not you say that the despatch from Dublin for the interior leaves at seven o'clock?—So it does.

1886. According to this plan, the mail would leave Dublin for London at the same hour?—No, it would leave five minutes before you have tied your bags. If you leave at seven, at the same hour as all the rest of the mails leave, you can do it easily. That is what we call a convenient despatch.

1887. In your opinion, if the mails left Dublin at seven o'clock, for London, it would be the same hour as they leave Dublin for the interior, and that would be the most convenient hour at which the mails could leave Dublin?—Certainly.

1888. If the carriage of the mails could be accelerated, so that the letters which left Dublin at seven o'clock should arrive at Euston-square at 6.30, would not that be a very great advantage?—Half-past six would be late.

1889. At what time would the letters be delivered in London, if they arrived at half-past six?—I should doubt very much whether they would get out with the first delivery, unless you delayed the delivery for them.

1890. Are you satisfied that it would be impossible to send them out by the first delivery?—I should not like it, because I think it would delay the first delivery.

1891. You think the three-quarters of an hour would make all the difference, so that if the letters from Dublin arrived at the Euston-square station three-quarters of an hour after the hour at which the other mails arrived, they could not be delivered by the early delivery?—I think most probably the Inland-office would find great difficulty in getting them out for the present early delivery. I think the letter-carriers now start at seven or half-past seven o'clock.

1892. If there be no postal objection to the mail being accelerated between Tamworth and Dublin, there probably would be no objection to accelerating the mail between Dublin and Tamworth?—I do not see any difficulty in accelerating the mail between Dublin and Tamworth.

1893. If the mail were to leave Dublin sufficiently early, so as to meet the train at Tamworth, that the mails should arrive in London in time for the early delivery, would not it be an advantage?—Yes; but there is a great inconvenience in not starting all the mails at one time from such a place as Dublin; if we could possibly avoid it we should avoid it.

1894. Mr. *Vance.*] You say it would be objectionable to start the mail from Dublin to London at an earlier hour than that at which it is started from Dublin to the country?—Yes, at night.

1895. It is proposed to have a day mail from London to Dublin, which will delay the starting the mail for the interior till nine o'clock; supposing that were effected, in your opinion it would be very objectionable to the Post-office arrangements to give an earlier departure from Dublin to London, so that the Dublin letters should be delivered at the first delivery in London?—I am talking of the inconvenience at Dublin; Dublin has a great number of receiving-houses; the

last

last collection from all those receiving-houses, the rural post, and the penny post department in Dublin, is so timed as to give persons the longest possible period for writing, and enable them to arrive at the Post-office for despatch to the interior, which is now at seven o'clock. Consequently, if you alter the despatch of this English mail, and make it six, we will say, you have to clear these boxes at the receiving-houses for the English mail at a corresponding hour, or an hour earlier, and to despatch all your rural messengers so much earlier to bring the letters for the English mail, which English mail may not be above one quarter of the correspondence that is going out for the interior of Ireland, consequently you sacrifice the great bulk of the correspondence to the small quantity of correspondence which is going to England, by making people who are writing letters of all sorts post their letters so much earlier, because there are a certain number of people who are going to write by the English mail; if you do not clear the boxes so much earlier, all these letters will arrive in Dublin too late for the English mail.

1896. Do you think it would satisfy the people of Dublin better to have a mail despatched at the present hour, namely, 7.55, at Kingstown, than at an earlier hour?—If you have your despatch at one and the same time, then all the rural posts and all the receiving-houses collect at one and the same time, and the letters, whether for England or for the interior of Ireland, go off by the mails together.

1897. Lord *A. Hervey.*] At what time do the morning mails leave London, now, for different parts of the country?—At 9.15.

1898. Would this Dublin mail, although too late for a first delivery in London, be in time to send letters to different parts of the country through London?—It comes up through the country.

1899. Would it be in time for letters going abroad?—The day mail from Dover, I think, is 10 o'clock, and the Southampton mail, and most of the others, are 10 o'clock.

1900. If the Dublin letters were not in time for the first delivery in London, at what time would they be delivered?—They would come in with the delivery of the day mail or the French mail; I think there is a special delivery for the French mail.

1901. What time is that?—The day mail, I think, is somewhere about 12 o'clock.

1902. Then they would not be delivered in London earlier than they are now?—No.

1903. Mr. *Tollemache.*] I understand you to say, that if the Irish mail arrives three-quarters of an hour after the other mails, although you cannot speak positively, you do not believe that the letters could be sent out by the early delivery?—I doubt whether they could.

1904. If they arrived half an hour after the others, could they be delivered if they arrived at 5.36 at Euston-square station, which would be about six o'clock at the Post-office?—Certainly; we might get them out, but it would all depend upon the mass of letters.

1905. If the mail arrived at a quarter to six o'clock could you do it?—I think perhaps with exertion, with sufficient force and space, if we had them in by six o'clock, we might get the early delivery for the Irish letters alone; if there were 7,000 or 8,000 letters we could manage it.

1906. Therefore, if that plan could be carried out, the letters would leave Dublin at the most convenient time, namely, seven o'clock, and they might be delivered by the early delivery in London?—Yes.

1907. Would not that be very important?—Exceedingly important; no doubt about it.

1908. *Chairman.*] Can you give the Committee any statement with reference to the average performance of the contract by the City of Dublin Company?—My average, from the 1st of May 1850 to the 31st of December 1852, from Holyhead to Kingstown, is 4 hours 44 minutes.

1909. Captain *Duncombe.*] Have you the return passage?—Yes, for the same period on the return from Kingstown to Holyhead 4 hours 35 minutes; then from the 1st of January, this year, to the 31st May, 4 hours 44 minutes from Holyhead to Kingstown; and on the return passage from Kingstown to Holyhead for the same time, 4 hours 39 minutes.

[*The Witness delivered in the following Statement:*]

Lieut.-Col. *W. L. Maberly.*

27 June 1853.

FROM HOLYHEAD TO KINGSTOWN.	Number of Passages.	Sum of the Lengths of the Passages.	FROM KINGSTOWN TO HOLYHEAD.	Number of Passages.	Sum of the Lengths of the Passages.
		H. M.			H. M.
1853 January - -	62	310 26	1853 January - -	62	284 15
„ February - -	56	275 34	„ February - -	56	270 52
„ March - -	62	279 9	„ March - -	62	283 3
„ April - -	60	285 10	„ April - -	60	280 7
„ May - -	62	280 10	„ May - -	62	284 36
TOTAL from January to May 1853, inclusive - -	302	1,430 29	TOTAL from January to May 1853, inclusive - -	302	1,402 53

	H. M.		H. M.
Average of Passages between 1 January and 31 May 1853 - -	4 44	Average of Passages between 1 January and 31 May 1853 - -	4 39
Average from 1 May 1850, when Contract began, to 31 December 1852 - - - - - - -	4 44	Average from 1 May 1850, when Contract began, to 31 December 1850 - - - - - -	4 35

1910. *Chairman.*] Have you a paper showing the performances of the railway trains?—I have it from the 1st of April, of the night mail and the express mail. The express mail, the Committee should be aware, is not a mail train as far as Chester, that is, it is not under regular notice from the Post-office, and it is only used as a train belonging to the company, affording a convenient communication to the Post-office; the Post-office therefore has nothing to do with the time, and has no control over it.

[*The Witness delivered in the following Statements:*]

LONDON AND DUBLIN NIGHT MAIL.

	Present Working.	*Proposed Working.*
From London - - - -	8 45 P. M.	8 45 P. M.
At Crewe - - - -	2 16	2 13
Chester - - - - -	3 24	2 57
Off - - - - - -	3 27	3 0 A. M.
At Holyhead - - - -	6 7 A. M.	5 33
Packet off - - - -	6 22	5 48
4 h. 40 m. allowed for passage.		
At Kingstown - - - -	11 2 A. M.	10 38
Off - - - - - -	11 30	11 0 A. M.
In Dublin - - - -	11 50 A. M.	11 20 A. M.

DUBLIN AND LONDON NIGHT MAIL.

	Present Working.	*Proposed Working.*
From Dublin - - - -	12 30 P. M.	1 0 P. M.
At Kingstown - - - -	12 50	1 20
Packet off - - - -	1 0 P. M.	Off 1 30 P. M.
4 h. 40 m. allowed for passage.		
At Holyhead - - - -	5 40	6 10 P. M.
Train off.		
From Holyhead - - - -	7 0 P. M.	Off 7 20
At Chester - - - -	9 40	10 0
Off - - - - - -	9 50	Off 10 10
Crewe - - - - -	10 37	10 45
London - - - - -	4 50 A. M.	4 32 A. M.

LONDON

LONDON, HOLYHEAD, AND DUBLIN.—NIGHT MAIL.

A STATEMENT showing the WORKING since the 1st of April.

Date from London.	Despatch from Euston Square.	Arrival at Crewe.	Arrival at Holyhead	Departure of Packet.	Arrival in Kingstown.	Arrival of Train in Dublin.	Cause of Delay.
1853:	8 45 P.M.	2 16 A.M.	6 7 A.M.	6 22 A.M.	11 2 A.M.	11 50 A.M.	
April 1	8 56 P.M.	2 53 A.M.	6 48 A.M.	- - -	11 55 A.M.	12 27 P.M.	- - Company's
2	9 0	2 55	6 35	- - -	11 52	12 26	business.
3	8 48	2 24	6 22	- - -	11 10	11 55	
4	9 0	3 1	6 54	- - -	11 54	12 30	
5	8 50	2 17	6 20	- - -	11 46	12 28	
6	8 53	2 57	6 44	- - -	12 13	12 57	
7	8 50	2 22	6 9	- - -	11 15	11 56	
8	8 57	2 35	6 25	- - -	11 7	11 56	
9	8 53	3 1	7 6	- - -	12 18	12 58	
10	8 47	2 19	6 13	- - -	11 5	11 55	
11	8 52	2 43	6 35	6 52	11 27	11 57	
12	8 51	2 53	6 40	7 0	11 45	12 27	
13	8 54	2 19	6 10	6 32	11 12	11 55	
14	8 53	2 28	6 25	6 48	11 28	11 56	
15	8 53	2 31	6 25	6 44	10 54	11 30	
16	8 53	2 35	6 25	6 48	10 56	11 26	
17	8 49	2 8	6 25	6 17	10 20	10 55	
18	8 54	2 35	6 25	6 43	10 41	11 26	
19	8 53	2 22	6 16	6 37	10 47	11 26	
20	8 55	2 34	- - -	6 41	10 49	11 26	
21	8 49	2 20	6 10	6 28	11 5	11 55	
22	8 57	2 22	6 7	6 24	11 8	11 58	
23	8 48	2 28	6 2	6 37	11 29	12 1	
24	8 45	2 16	6 7	6 24	11 23	11 55	
25	8 56	2 20	6 7	6 25	10 37	11 26	
26	8 47	2 25	6 15	6 28	10 40	11 27	
27	8 52	2 24	6 8	6 26	10 16	10 57	
28	8 49	2 19	6 7	6 22	10 13	10 57	
29	8 57	2 59	6 35	6 50	10 47	11 29	
30	8 56	2 26	6 7	6 27	10 32	11 26	
May 1	8 47	2 12	6 7	6 9	10 43	11 26	
2	8 59	2 39	6 20	6 35	10 59	11 56	
3	8 53	2 45	6 15	6 39	10 56	11 27	
4	8 56	2 47	6 40	7 0	11 18	11 58	
5	8 53	2 29	6 25	6 43	11 13	11 55	
6	8 52	2 37	6 25	6 46	11 13	11 56	
7	8 55	2 46	6 24	6 44	11 37	12 27	
8	8 48	2 16	6 25	6 41	11 35	12 28	
9	8 54	2 34	6 32	6 50	11 38	12 31	
10	8 53	2 27	6 15	6 35	11 10	11 57	
11	8 53	2 32	6 20	6 37	10 47	11 27	
12	8 50	2 42	6 15	6 35	10 58	11 28	
13	8 55	2 18	6 7	6 26	10 39	11 27	
14	8 55	2 39	6 48	7 7	11 16	11 55	
15	8 47	2 15	6 10	6 24	10 33	11 27	
16	8 53	2 26	6 10	6 28	10 39	11 28	
17	8 49	2 17	6 15	6 30	10 27	10 56	
18	8 52	2 25	6 10	6 26	10 28	10 59	
19	8 53	2 15	6 7	6 26	10 52	11 25	
20	8 55	2 29	6 25	6 41	10 56	11 29	
21	8 52	2 29	6 25	6 43	11 6	11 55	
22	8 49	2 15	6 7	6 22	10 57	11 24	
23	8 58	2 38	6 15	6 33	11 13	12 1	
24	8 51	2 26	6 10	6 29	11 0	11 27	
25	8 54	2 22	6 7	6 28	10 45	11 28	
26	8 52	2 33	6 20	6 40	11 1	11 56	
27	8 59	2 44	6 30	6 50	11 11	11 56	
28	8 56	2 29	6 15	6 36	10 53	11 26	
29	8 46	2 14	6 10	6 24	10 14	10 55	
30	8 57	2 30	6 15	6 35	10 16	10 59	
31	8 56	2 38	6 31	6 50	10 33	11 26	
June 1	8 50	2 47	6 25	6 41	10 40	11 27	
2	8 50	2 26	6 10	6 30	10 14	10 55	
3	8 57	2 48	6 31	6 53	11 7	11 58	
4	8 57	2 31	6 20	6 36	12 7	12 57	
5	8 50	2 24	6 7	6 26	10 46	11 25	
6	8 56	2 18	6 13	6 33	10 58	11 31	
7	8 54	2 33	6 20	6 36	11 8	11 55	
8	8 51	2 21	6 10	6 29	10 37	11 26	

Lieut.-Col. *W. L. Maberly.*

27 June 1853.

LONDON EXPRESS AND LIVERPOOL AND DUBLIN DAY MAIL.

	Present Working.	*Proposed.*
From London	9 15 A. M.	No alteration.
At Chester	2 45 P. M.	
Express from London	5 0 P. M.	
At Chester	10 15 ,,	
From Liverpool	8 45 P. M.	
At Chester	9 45	
Off	10 15	
At Holyhead	12 35 A. M.	
Packet off	12 50	
4 h. 40 m. allowed for passage.		
At Kingstown	5 30	
Off	6 0	
In Dublin	6 20 A. M.	

DUBLIN, LIVERPOOL, AND LONDON DAY MAIL.

	Present Working.	*Proposed.*
From Dublin	7 0 P. M.	No alteration.
At Kingstown	7 20	
Packet off	7 30	
4 h. 40 m. allowed for passage.		
At Holyhead	12 10 A. M.	
Train off	2 0 A. M	
At Chester	4 40	
Liverpool	5 55 A. M.	
Crewe	5 34	
London	11 0 A. M.	

LONDON AND DUBLIN EXPRESS.

Departure from Euston-square	5 0 P. M.	This Train joins the Mail from Liverpool at Chester.
At Chester	10 15	
Holyhead	12 35 A. M.	
Dublin	6 20 A. M.	

LONDON AND DUBLIN EXPRESS, AND LIVERPOOL AND DUBLIN MAILS.

A STATEMENT showing the WORKING since the 1st April 1853.

Date in London and Liverpool.	Despatch from Liverpool.	Arrival at Chester.	Departure from Chester.	Arrival at Holyhead.	Departure of Packet.	Arrival at Kingstown.	Arrival of Train in Dublin.	CAUSE OF DELAY.
1853:	8 45 p.m.	9 45 p.m.	10 15 p.m.	12 35 a.m.	12 50 a.m.	5 30 a.m.	6 20 a.m.	
April - 1	8 45 p.m.	9 50 p.m.	10 30 p.m.	1 25 p.m.	- -	6 51 a.m.	7 30 a.m.	- - Detained at Chester, waiting for the Express, and Company's business.
– 2	8 45	10 14	10 25	1 20	- -	6 17	6 55	
– 3	8 46	9 55	10 22	12 46	- -	5 25	6 25	
– 4	8 45	9 55	10 30	1 15	- -	5 48	6 25	
– 5	8 45	9 56	10 31	1 40	- -	6 47	7 25	
– 6	8 42	9 50	10 32	1 11	- -	6 30	7 0	
– 7	8 45	9 50	10 32	1 15	- -	6 15	6 39	
– 8	8 45	9 50	10 39	1 25	- -	6 19	6 57	
– 9	8 42	9 58	10 46	1 35	- -	6 52	7 27	
– 10	8 45	9 55	10 5	12 35	- -	5 28	6 27	
– 11	8 45	9 55	10 40	1 20	1 45	6 16	6 58	
– 12	8 42	9 52	10 24	1 3	1 30	5 42	6 27	
– 13	8 45	9 50	10 35	1 15	1 35	5 48	6 25	
– 14	8 45	9 57	10 51	1 30	1 54	6 7	6 36	
– 15	8 43	9 58	10 48	1 16	1 44	5 43	6 27	
– 16	8 45	9 50	10 40	1 10	1 25	5 36	6 26	
– 17	8 45	9 57	10 5	12 35	12 50	4 50	6 26	
– 18	8 42	9 52	10 22	1 5	1 31	6 11	6 35	
– 19	8 45	9 50	10 30	1 10	1 34	6 6	6 36	
– 20	8 45	9 50	10 34	1 10	1 32	6 16	6 56	
– 21	8 41	9 45	10 28	12 55	1 20	5 28	6 27	
– 22	8 45	9 50	10 38	1 18	1 37	5 42	6 27	
– 23	8 45	9 57	10 35	1 20	1 42	6 2	6 55	
– 24	8 42	9 55	10 5	12 40	1 2	6 16	6 55	
– 25	8 45	9 50	10 35	1 20	1 36	5 32	6 30	
– 26	8 45	9 55	10 30	1 7	1 27	5 23	6 26	
– 27	8 43	9 58	10 20	12 53	1 17	5 30	6 26	
– 28	8 45	9 50	10 35	1 10	1 35	5 43	6 26	
– 29	8 45	9 57	10 45	1 17	1 45	6 4	6 57	
– 30	8 42	9 53	10 35	1 2	1 27	5 33	6 26	
May - 1	8 45	9 50	10 5	12 40	1 0	5 15	6 26	
– 2	8 45	9 57	10 56	1 25	1 50	6 1	6 55	
– 3	8 43	10 5	10 43	1 16	1 43	5 58	6 30	
– 4	8 45	9 50	10 35	1 15	1 41	5 43	6 26	
– 5	8 45	9 57	10 19	12 50	1 15	5 25	6 26	
– 6	8 43	9 58	10 27	1 10	1 48	6 13	7 1	
– 7	8 45	9 50	10 40	1 20	1 41	5 59	6 27	
– 8	8 45	9 57	9 59	12 35	12 52	5 8	6 24	
– 9	8 42	9 45	10 50	1 20	1 51	6 10	7 1	
– 10	8 45	9 50	10 37	1 14	1 28	5 32	6 25	
– 11	8 45	9 47	10 26	1 15	1 30	5 31	6 26	
– 12	8 43	9 50	10 34	1 2	1 27	5 30	6 25	
– 13	8 45	9 55	10 40	1 25	1 46	5 43	6 24	
– 14	8 45	10 12	10 41	1 29	1 52	5 59	6 31	
– 15	8 40	10 12	10 20	12 50	1 10	5 37	6 25	
– 16	8 45	9 55	10 30	1 10	1 30	6 2	6 30	
– 17	8 45	9 54	10 26	1 5	1 20	5 45	6 28	
– 18	8 42	9 50	10 26	12 58	1 20	5 53	6 26	
– 19	8 45	9 50	10 25	1 15	1 31	5 42	6 26	
– 20	8 45	9 57	10 30	1 5	1 29	5 37	6 27	
– 21	8 42	10 5	10 32	1 5	1 28	5 29	6 26	
– 22	8 45	9 50	10 0	12 30	12 47	4 52	6 25	
– 23	8 45	9 47	10 30	1 9	1 25	5 35	6 26	
– 24	8 44	9 45	10 31	1 5	1 33	5 22	6 27	
– 25	8 45	9 50	10 30	1 5	1 23	5 18	6 26	
– 26	8 45	9 47	10 32	1 10	1 32	5 22	6 26	
– 27	8 45	9 45	10 40	1 10	1 40	5 32	6 26	
– 28	8 45	9 50	10 35	1 15	1 41	5 44	6 25	
– 29	8 45	9 55	10 5	12 30	12 47	5 59	6 30	
– 30	8 42	9 46	10 25	12 53	1 20	5 37	6 27	
– 31	8 45	9 50	10 30	1 10	1 37	5 48	6 25	
June - 1	8 45	9 47	10 26	1 5	1 24	5 50	6 25	
– 2	8 42	9 47	10 20	12 52	1 16	5 25	6 25	
– 3	8 45	9 50	10 30	1 20	1 41	5 34	6 28	
– 4	8 45	9 53	10 31	1 7	1 34	5 40	6 28	
– 5	8 42	9 58	10 15	12 40	1 5	5 0	6 25	
– 6	8 45	9 50	10 30	1 20	1 37	5 39	6 27	
– 7	8 45	9 47	10 27	1 0	1 24	5 17	6 25	
– 8	8 42	9 55	10 28	1 0	1 25	5 27	6 29	

Lieut.-Col. *W. L. Maberly.*

27 June 1853.

1911. Captain *Duncombe.*] Do you mean to say that no remuneration is paid to the railway company for carrying the bags between London and Chester?—At present we pay a lump sum for the whole service; before that arrangement was made, we paid 1,000*l.* a year for the use of the train, on the condition that we should have nothing to do with the time, and that the railway company should be under no responsibility to us.

1912. Therefore, the railway company work the train in their own way?—Of course; but if the train had not been well worked, we should have discontinued it. We have thought it was very desirable to continue it, for certainly we must have given notice to perform the service under the Act of Parliament, and had we gone to arbitration to settle the price, we should have had to pay for the service a sum which would, in all probability, have been very large.

1913. Then any remuneration which the company receives for carrying the bags in that train is a lump sum?—Yes; but before we gave the total sum which we now pay to the railroad, we paid the company for the use of this train 1,000*l.* a year.

1914. You have no control on that train as far as Chester beyond obliging the company to carry your bags in it?—No, not beyond obliging the company to carry our bags. At Chester it becomes a mail train, and meets the mail train from Liverpool to Holyhead; from Chester it comes under the general arrangement of the Chester and Holyhead Company.

1915. Mr. *Repton.*] I presume you send the mails by the London and North Western to Chester; you do not use the new branch of the Great Western?—No, we use the North Western.

1916. Do you send your letters by the North Western to Birmingham?—Yes.

1917. Mr. *Vance.*] In calculating the time which the City of Dublin Company have taken to carry the mails from Kingstown to Holyhead, have you included the time of landing the mails, or do you merely name the time which is occupied between pier and pier?—I can hardly say; the statement is taken from the Admiralty returns.

1918. You do not exactly know whether the time of landing is included?—I take it that it is the sea passage; we allow a certain time for putting the mails on board and receiving them from the packet.

1919. Mr. *Tollemache.*] Can you tell the Committee what the railway companies receive for the carriage of the Irish letters?—No; it is perfectly impossible to say; we pay 49,000*l.* a year to the North Western Company for all the mails, and use any trains we like.

1920. Mr. *Repton.*] Do you take any notice if the trains are behind time?—The superintendent of the mail coach department writes; if they are very late I write; and if that is ineffectual we put them into the hands of the solicitor.

1921. Captain *Duncombe.*] Has there been any occasion on which you have enforced the penalty since you have sent letters by the railways?—No.

Mercurii, 29° *die Junii*, 1853.

MEMBERS PRESENT.

Mr. Herbert.	Mr. Vance.
Mr. Repton.	Captain Duncombe.
Mr. Tollemache.	Lord A. Hervey.
Mr. Fortescue.	Mr. Fox.
Lord Naas.	

HENRY ARTHUR HERBERT, Esq., in the Chair.

Rear-Admiral *Constantine R. Moorsom*, called in; and further Examined.

Rear-Admiral *C. R. Moorsom.*

29 June 1853.

1922. *Chairman.*] YOU are anxious to put in some estimates of the expense of working different vessels?—Yes; there are two or three points to which I wish to call the attention of the Committee in my former evidence, and upon which I wish to make these corrections. In the estimate I gave to the Committee of the cost to the Government in the year 1849, I have given credit for probable receipts to the amount of 9,000 *l.* I was asked the question why I put that sum, which seemed to be smaller than it ought to be. Since then I have examined my own notes of the actual receipts, and the number of passengers in the Government boats of that year, and I find that the number of passengers was 16,744, and that the amount received by the Government was about 7,900 *l.* I have therefore to put in an amended estimate, giving 7,900 *l.* instead of 9000 *l.*, which leaves the actual cost 50,781 *l.* I stated that I thought the passengers between England and Ireland now were not much more than they had been in the year 1844, and that seemed rather to startle some Members of the Committee. I have now ascertained that the number of persons, first and second class passengers, between England and Ireland in the year 1852 was 135,784. Our estimates in 1844, when we were preparing for the railway, showed the number of the same description of persons to be 122,760, so that there has been an increase of 13,024 persons in those eight years.

[*The Witness delivered in the same, which is as follows:*]

ESTIMATE of Passenger Traffic between *England* and *Ireland* for the Year 1852.

	First and Second Class.
Between Holyhead and Kingstown	62,848
„ Liverpool and Kingstown	16,236
„ „ North Wall	10,950
„ „ Belfast	6,500
„ „ Drogheda	4,700
„ „ Dundalk	3,200
„ „ Newry	4,300
„ „ Londonderry, &c.	1,500
„ „ Sligo	500
„ „ Waterford	450
„ „ Cork	1,500
„ „ Wexford	500
„ Other ports and Belfast and Derry	10,600
„ London, South Ports, and Bristol to Dublin and Cork	12,000
	135,784
Estimated numbers of first and second class passengers in 1844	122,760
Ditto ditto, 1852	135,784
Increase in Eight Years	13,024

Rear-Admiral *C. R. Moorsom.*

29 June 1853.

I have also to give a statement of the tourist traffic in the year 1851 and 1852.

[*The Witness delivered in the same, which is as follows:*]

COMPARISON of TOURIST TRAFFIC, 1851 and 1852.

	Passengers.		Railway.	Steamers.
	First.	Second.		
			£. s. d.	£. s. d.
Tourists' Tickets, 1852 - -	1,851	349	1,850 16 9	743 2 5
Corresponding Period, 1851 -	1,282	480	1,416 13 11	1,081 2 9

	Passengers.	Amount.	
		£. s. d.	
Total 1852 - - -	2,200	2,593 19 2	23/7 per passenger.
Total 1851 - - -	1,762	2,497 16 8	28/4 ,,
Difference - - -	438	96 2 6	

W. C. Dawes.

1923. Mr. *Repton.*] Do you know what difference the tourist tickets made between those two years, 1849 and 1850?—The tourist tickets began in 1850. I do not remember the numbers in 1850; it would hardly be a fair comparison, since it was not much known; it was only the beginning of it.

1924. Do you know the difference between 1849 and 1851; what was the increase of the receipts?—I have not the particulars of 1849.

1925. Do you think that the tourist tickets have increased the receipts much?—Not much; they are calculated at a very low rate. I have now to refer to the evidence which I gave upon the subject, of the sort of vessel which is suitable for the express service, performing the passage across in about three hours; and I then stated that I was not prepared with the details. I understand since that time, that opinions have been given to the Committee, which vary very considerably from each other, and also from the opinion which I have expressed. In consequence of that, I have gone over the calculations which I had previously made in the rough, but now with more care. I wish to draw a distinction between a vessel which will be capable of attaining the maximum speed of 25 miles an hour, and of maintaining a mean average speed of 20 miles an hour; and that other larger vessel which was to maintain a mean average of 25 miles an hour. The distinction between them is very important in this case; I stated my opinion that a vessel maintaining a speed of 20 miles an hour as an average was suitable for the purpose. I have now drawn up a written statement as my deliberate opinion, which, with the permission of the Committee, I will read. This is a memorandum on the size and description, the cost, working charges, and liabilities of steam vessels suitable for the express passenger service between Holyhead and Kingstown; the passage being made at a mean average speed of 20 statute miles an hour. Having stated in my former evidence that I was not prepared with the particulars of such a vessel as is above described, nor with the first cost and charges of such number of them as would be required for the service indicated, but that I would be prepared to furnish the Select Committee with further information, I now proceed to do so:—

From the evidence now before them, the Committee will have seen some of the difficulties that surround this question, and it may be convenient, at the outset, to state the conditions of the problem to be solved. First, the passage is to be made with the greatest speed, compatible with

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with safety and a reasonable cost, and with the personal comfort of the passengers. Secondly, the vessels must be large enough to carry engines and machinery of great proportionate power, to berth a considerable number of persons, male and female, and of the two classes of passengers called first and second; to encounter the weather and the sea of the Channel, without risk of damage, and with as little of discomfort to the passengers as the nature of the case permits. The Committee have had evidence in favour of vessels of about 1,000 tons, with 550 horse-power; and of about 3,000 tons, with 1,600 horse-power. I consider the first not of sufficient engine power, nor of adequate length to accomplish the speed required under the first condition, nor of such size, if the engine-power were increased, as to comply with the second condition. The larger vessel, on the other hand, though complying with the conditions of speed and personal convenience, would be disproportionately expensive; so much so, that no traffic likely to arise for many years, even with any reasonable subsidy, could support the charges. I am, therefore, of opinion that, having regard to the nature of the passage, the frequent fogs in summer, the thick weather in winter, the crossing of a great thoroughfare for vessels notoriously careless in keeping a look-out; and to the access to Kingstown Harbour in a heavy gale from the north-east, a vessel of the size and proportions indicated, viz. of 400 feet length, and 40 feet beam, would not be so suitable for the service as a smaller one. In the vessel of which I gave the outline, and which I am prepared to recommend (provided Parliament should consider it expedient to meet the expense by a subsidy) I think the conditions stated will be found to unite, and I will now state the grounds of my opinion; and, first, as to the greatest speed consistent with safety and a reasonable cost, we have but little experience to guide us as to the highest speed attainable at sea, but we have some experience of the speed that may be accomplished in rivers; and we know that extreme length in proportion to the breadth, and a light draught of water, are indispensable conditions. We have yet to ascertain the limits beyond which the length must not be carried, in order that safety may not be risked in the storms which occur at sea; and I think we ought not at present to carry the length of keel beyond nine times the breadth of beam. We are justified by experiment and observation, in assuming that a vessel of appropriate length may be so formed, that in smooth water and calm weather she would attain about 25 statute miles an hour, if propelled by a nominal horse-power of about three-fifths of the displacement, provided the engines were such as to exert an indicator-power about four times the nominal power. But unless the vessel were large, the requisite length could not be given, nor could such a proportion of power leave sufficient space for the full and comfortable accommodation of any considerable number of passengers. I therefore conclude that we must have a vessel of about 2,000 tons displacement, and about 1,200 horse-power, whose length, breadth, and draught of water can only be determined when specific plans and drawings shall have been prepared. The following would, however, probably be somewhere about the dimensions; viz., area of midship section not less than 300 square feet; length of keel not less than 315 feet; breadth of beam about 35 feet, and draught of water not more than 12 feet. The ordinary working pressure should be about 20 lbs. per square inch, but the boilers should be constructed to work at 34 lbs., and the cylinders so as to cut off the steam in, say three gradations. I understand that evidence is before the Committee to the effect that a vessel, to accomplish a speed of 25 statute miles an hour, should not be less than 400 feet long, and I suppose it is meant that such a speed could, by such a vessel, be maintained at a mean average. Without entering into an argument, I shall merely observe that, besides considerations of safety which forbid the attempt to maintain such an average speed under the circumstances of the case (which would require a maximum of about 28 miles an hour) the consumption of fuel, the cost of repairs, and the general working charges, with the liabilities for interest, insurance, and renewal, would entail an expense that could not be met, except by a sudsidy, such as no Government could be expected to grant. On the other hand, experience does warrant the conclusion that a speed of about 20 statute miles an hour may be maintained at a cost which a reasonable subsidy might meet. The accommodation which would be afforded by the vessel thus described, would be sufficient for berthing about 150 first-class, and about 200 second-class passengers, or perhaps more, which numbers are far beyond any probable average for many years to come. I proceed now to the estimates of first cost, of working charges, and of liabilities. Considering that the service to be performed is such as has not yet been accomplished, and in the absence of any sufficient experience, it is reasonable to suppose that the planning, drawing, and modelling of the proposed vessel will entail greater expense than for a vessel of a known type; that the scantling, the fastenings, and, in short, all the details both of vessel and of engines, must be the subject of minute and careful calculation; under these circumstances, it is probable that the cost might reach from 80 *l.* to 90 *l.* per horse-power, for the vessel of 2,000 tons and 1,200 horse-power; and from 110 *l.* to 120 *l.* per horse-power for the vessel of 3,000 tons and 1,600 horse-power. I assume then 100,000 *l.* as the cost of the one, and 180,000 *l.* of the other. To estimate the working charges, I am obliged to have recourse to the experience afforded by the Chester and Holyhead Railway Company's steam vessels, when running at their greatest speed. There have been improvements since those vessels were built, but marine boilers are inferior in evaporation and in economy to some others, and there is still room for further improvement. Without speculating, however, upon what may be done, but taking things as they are, I have made out the estimates to the best of my judgment, and with every desire to afford the Committee the most authentic and correct information within my reach; but it is only by actual trial that the most suitable vessel, and the cost of working under the circumstances, can be ascertained.

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ESTIMATES.

ESTIMATE of the Working Charges and Liabilities of Three Steam Vessels making the passage between *Holyhead* and *Kingstown* Twice Daily for Six Days a Week, at an average Speed of 20 Statute Miles an Hour:

Displacement, about	2,000 Tons.
Nominal horse power	1,200 „
Indicator	4,800 „

	Per Annum.
Charges:	£.
Engine stores; coals 25 tons per trip of 63 miles, at 13 *s.* per ton	10,140
Oil, tallow, waste, fire-bars and sundries	1,500
Ship's stores	260
Repairs of engines, new tubes every four years, new boilers every six years	3,141
Repairs and contingencies of vessels and boats	1,500
Light and harbour dues and passenger tolls	1,200
Shore establishment	1,500
Wages	9,000
	28,241
Liabilities, viz.:	
Interest at 5 per cent. on 300,000 *l.*	15,000
Insurance at 5 per cent. on 150,000 *l.*	7,500
Renewal fund to meet depreciation of 75 per cent. at the end of 15 years, or 225,000÷15=15,000, or, at compound interest at 5 per cent.	10,465
£.	61,206

ESTIMATE of the Working Charges and Liabilities of Three Steam Vessels making the passage between *Holyhead* and *Kingstown* Twice Daily for Six Days a Week, at an average Speed of 25 Statute Miles an Hour:

Displacement, about	3,000 Tons.
Nominal horse power, about	1,600 „
Indicator	8,000 „

	Per Annum.
Charges:	£.
Engine stores; coals 40 tons per trip of 63 miles, at 13 *s.* per ton	16,224
Oil, tallow, waste, fire-bars, and sundries	2,250
Ship's stores	390
Repairs of engines, new tubes every three years, new boilers every five years	4,866
Repairs and contingencies of vessels and boats	2,500
Light and harbour dues and passenger tolls	1,800
Shore establishment	1,500
Wages	12,000
	41,530
Liabilities, viz.:	
Interest at 5 per cent. on 540,000 *l.*	27,000
Insurance at 5 per cent. on 270,000 *l.*	13,500
Renewal fund to meet depreciation of 75 per cent. at the end of 15 years, or 405,0001÷5=27,000, or, at compound interest at 5 per cent.	18,836
£.	100,866

The Committee have in evidence before them, besides these, the estimates of Captain Hirste for vessels of three different descriptions, the smallest being considerably larger than those now employed, either in the mail or the express service, and the largest of the size recommended by Mr. Lang. That which approaches nearest to the vessel I have indicated, is No. 3 in the list, of which the first cost is 85,000 *l.*, while mine is 100,000 *l.* The working expenses and liabilities for performance of the express service by three vessels, making 12 passages a week (instead of 14, as in the Estimate, No. 3), would be about 60,000 *l.* per annum. My estimate is 61,206 *l.*, and as these estimates are made independently, and apparently not on the same principle, though probably founded on the same facts, they approach near

CHART
OF THE
NEW & OLD HARBOURS
OF
HOLYHEAD
1852.

JAS M. RENDEL, F.R.S.
Engineer in Chief.
GEO. C. DOBSON,
Resident Engineer.

Kingston W.N.W. ¼ N. Dis. 54 Nautt. Miles.

To Skerries, 6 Miles.

To Carmel Head, 5½ Miles.

NORTH BREAKWATER

EAST BREAKWATER

PACKET PIER

NEW HARBOUR

OLD HARBOUR

INNER HARBOUR
all dry at Low Water

TOWN OF HOLYHEAD

Soldiers Point

Boundary of Crown Property

Boundary of Crown Property

Porth-y-Felin

Boundary of Crown Property

Evans Flagstaff

QUARRIES

HOLYHEAD MOUNTAIN

Platter's Buoy

Ynys Gybi Reef

Ynys Gybi

Inner Platters

Stag Rock

Lighthouse

Ynys Biboi

Royal Hotel

Church

Marine Establishment

CHESTER AND HOLYHEAD RAILWAY STATION

To London

NEW ROADSTEAD

NOTE.

The Red Colour shows the executed part of the Breakwaters, June, 1853.
The Yellow Colour shows the land acquired for the Harbour.

Holyhead Lighthouse { Lat. 53° 18′ 54″ N. / Long. 4° 37′ 01″ W.

The Soundings are in Feet at L.W.Eq: Spring Tides.

SCALE.

1000 800 600 400 200 0 2000 3000 4000 Feet

near enough to be corroborative, and may be taken as not far from the mark. For the larger vessel, recommended by Mr. Lang, my estimate of cost is the same as Captain Hirste's, viz. 180,000*l.*, while my estimate of working expenses and liabilities is 100,866*l.*, and his for the same service, by three vessels, would be about 128,000*l.* The difference in this case arises principally from the insurance being five per cent. on the whole cost of the vessel instead of on a moiety, and on the renewal fund being calculated on 12 years instead of 15, as the life of a vessel, with a less value at the end of the term, elements which in the former case are countervailed by the lesser cost of the vessel, viz. 85,000*l.* instead of 100,000*l.* If other parties proffering the service had given their estimates, and had specified the particulars of the vessel they propose to employ, the Committee would have had the means of selecting the vessel to be preferred, and thus of indicating the amount of subsidy which would be fair and reasonable.

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James Meadows Rendel, Esq., called in; and Examined.

1926. *Chairman.*] I BELIEVE that you designed, and are now directing the works of the New Harbour at Holyhead?—I designed those works, and I am directing their construction.

J. M. Rendel, Esq.

1927. When were those works commenced?—In the autumn of 1848.

1928. When is it expected they will be finished?—The contract for the completion of the rough deposits, of which the two breakwaters are formed, expires at the end of 1855, and the contractors are making very fair progress.

1929. Can you give any statement of the particulars as to the capabilities of the harbour?—The new harbour in its present state has the north breakwater formed to the length of 4,120 feet, and the effect of the works in their present state is, that we get about 150 acres of deep water sheltered by the works; and we are daily increasing the amount of shelter by the progress of the works. The plan which I have handed to the Committee is the chart which is usually sent with the quarterly reports to the Admiralty, on which the progress is marked; the north breakwater is formed to the extent to which the chart shows it coloured red, and so is the east breakwater; the only wind that would affect vessels calculated for the packet service to Kingstown, is that from the north round to the north-west; and from all winds westward of north-west, we have about 100 to 150 acres of deep water already sheltered.

1930. Consequently, the largest steamers which could be contemplated for such a service as this, would have plenty of shelter room?—Clearly so. A communication took place some short time ago between the Post-office authorities in London and New York, as to whether the Transatlantic mails should not call at Holyhead, and take in and deliver their mails; there is a high-water landing-place already formed of 1,000 feet in length and 300 feet in width, and arrangements are made for continuing that landing-place into 30 feet of water, so as to have a sufficient depth for the largest class of vessels that swim.

1931. In how long a period would you say from this time that all necessary arrangements, supposing a very large class of boats to be established on this station, could be made for landing their passengers?—In eight summer months, if orders were given to prepare a landing-place for the largest class of steamers, it could be so prepared.

1932. Have you not lately been instructed to examine specially into this matter on both sides of the water?—On the Kingstown side of the water especially. I make a quarterly report to the Admiralty of the progress of the works at Holyhead.

1933. Can you state whether any facilities at present exist for running the railway down to the proposed landing-place?—Yes, a very great facility exists. We have our own quarry railways, extending from near to where the proper landing-place would be, at Soldier's Point; we have railways extending to the Old Harbour of Holyhead at Salt Island, and there could be very easily a communication made near to the drawbridge which separates the Old and New Harbour, so that the trains of the Chester and Holyhead Railway Company might use our railway to Soldier's Point.

1934. Was it not originally contemplated by the railway company to tunnel under the town?—Yes; the original project of the railway company was to make a very expensive line of railway from their old station, which was about half a mile on the Bangor side of Holyhead, under the hill at the back of Holyhead, and so to the new harbour; that I presume is a luxury in which they would not indulge as, now that they have a railway extended along the shore of the Old Harbour, they might economically connect their railway with the New Harbour.

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1935. When you say "economically," can you give the Committee any idea of what it would cost?—I presume the whole cost of connecting the Chester and Holyhead Railway with the landing-place, which I have been referring to, could not be more than from 1,500*l.* or 2,000 *l.*

1936. Captain *Duncombe.*] Is the pier to which you have just alluded, as being ready to receive passengers, far out from Soldier's Point, or a new pier?—Yes, it extends from Soldier's Point; it is the high-water landing-place at the shore end of the red colour.

1937. Is that intended to afford a landing-place at high-water?—Yes; from that would be extended a low-water landing-place into deep water.

1938. That is in contemplation in addition to this packet pier, as a sort of separate accommodation for the packets?—Yes, that is intended as a landing-place for these very large class of vessels.

1939. Are you going on as rapidly and simultaneously with the east breakwater as with the north breakwater?—We were; but the contractor finds, that until the north breakwater is projected about 1,000 feet farther than it now is (it has to go 1,400 feet), the east breakwater is rather too much exposed for his comfort in carrying on the works; but the north breakwater may be sufficiently far advanced at the end of this year to allow the eastern breakwater to proceed.

1940. Is this new landing-place, which is now in course of formation, to go as far as the dotted lines, "the packet pier," or do you make a packet pier in addition to that?—My wish is, that the packet pier should not be proceeded with until it is finally decided what shall be the class of vessels employed on this station. That packet pier was designed with a view to the employment of vessels of about 200 feet long. If vessels of 400 feet in length are to be employed, then I conceive it will be necessary to make what has been called the packet harbour larger, or in other words, to alter the site of the packet pier. My wish, therefore, is not to begin the packet pier until it is positively decided what shall be the class of vessels employed on the station.

1941. In the mean time, the landing-pier at the north breakwater would be sufficient, if this large class of steamers is adopted?—Amply sufficient; in fact, that is the proper situation for vessels of the class which I have been describing as the Transatlantic steamers.

1942. Do you contemplate, if additional length were given to the landing pier, that there would be any occasion to make this packet pier at all?—I think the landing pier is sufficient; but it is necessary to provide similar accommodation to that which the packet pier is intended to give in connexion with the trains, and which would also be necessary for the inclosure of the harbour.

1943. *Chairman.*] Have you lately been specially down to Kingstown, in order to examine the harbour?—Yes, I have, at the instance of the Government.

1944. Will you state to the Committee what accommodation exists at Kingstown Harbour for a large class of vessels?—There exists a very convenient harbour; but as regards the accommodation, that which does exist can hardly be considered suitable in any respect; in fact, it has fallen to my lot often to be obliged to embark and disembark from small boats, the amount of sea in the harbour being such that the packets could not go alongside of any of the quays to receive either passengers or cargo; therefore, I cannot call it, in its commercial adjuncts, a convenient harbour, although from its general character it might be made such.

1945. Are there not some proposed alterations, which will obviate much of the inconvenience you now describe?—Yes, the Government have sanctioned the construction of a jetty, which is proposed to be 700 feet in length, and I think 60 feet in width. The place selected for that jetty is near to the eastern breakwater, running off from the old jetty to the eastward of the Yacht Club-room, and the works are now in progress; but they are of a kind, that if they are allowed to be carried on at the rate of despatch contemplated, they will be about six or seven years in execution.

1946. Is that jetty, in your opinion, after examining the harbour, in the best situation?—I must beg the Committee to excuse me from expressing an opinion upon it. I have only had instructions to report upon Kingstown Harbour a very short time, and I have made no official report yet. I am not prepared to give a positive opinion upon the subject; but I think the plan is capable of amendment.

1947. Captain *Duncombe.*] Did you receive the instructions to which you have referred

referred from the Government?—Yes; the instructions came directly from the Chairman of the Board of Works in Ireland, at the instance of the Treasury.

1948. *Chairman.*] Supposing the present jetty to be completed, will there be any difficulty in running the railway down to it?—I do not think the jetty is now being constructed with that view. My impression is, that the railway ought to be continued to the jetty, having reference to the peculiarity of the packet service. I think the railway carriages ought to be taken as close to the side of the vessel as the circumstances will by any possibility admit.

1949. Do not you think that any arrangements which do not contemplate the extension of the railway to the harbour, are necessarily very imperfect for the full development of the passenger traffic?—I do not think they would give the satisfaction which the public will demand, in order to have an improved communication with Dublin. I think, therefore, the railway should communicate with the quay from which the vessel starts and at which it arrives.

1950. Are not you intimately acquainted with the passage from Holyhead to Kingstown?—Yes, I am; I have been across very often.

1951. Are you acquainted also with the various railways centreing at Liverpool, Chester, and Dublin?—Yes, I know the traffic of the country well.

1952. Do not you consider it is a very extraordinary fact, considering the enormous sums of money which have been spent for the improvement of the communication between London and Dublin, both in the harbours and by the Chester and Holyhead Railway Company, that there should be so imperfect a mode of transit for the sea part of the service?—Yes; I think that whilst all the land communications have been made at an enormous cost on both sides of the water, the ferry itself (for we ought to regard it as a ferry) is in a very miserable condition even now; I mean in comparison with the millions which have been spent in the harbours and upon the railways.

1953. Mr. *Repton.*] Britannia Bridge, and so on?—Yes, and Kingstown Harbour.

1954. *Chairman.*] Are you aware that one of the principal reasons for expending the money which is going to be expended upon Holyhead Harbour is, that it forms the best point of departure for Ireland?—That was the ground upon which it was undertaken. Unless that had been proved by successive commissions, which I believe were spread over a period of eight or ten years, and in which we had some of the best nautical men and some of the most experienced engineers in the country, if it had not been their universal opinion that Holyhead was the best point on this side of the water for a communication with Ireland, that harbour would never have been undertaken.

1955. Have you taken into consideration what class of steamers should be placed on that line?—Yes. I think you should have the fastest and the most complete vessels, in all their equipment and accommodation, which you could get; because I am perfectly satisfied that you never can perform that service between England and Ireland in a way which will be satisfactory, until you can concentrate in one line the greater portion of the whole passenger traffic, by making that line of communication excellent in all its arrangements; and not until then will it pay.

1956. Are you of opinion, supposing those arrangements were adopted, that it would become ultimately a remunerative line?—Marking, as one does, the wonderful increase of traffic, which is due in all instances in this country to the furnishing of convenience, my belief is that it would be a remunerative line. My belief is, that if you could induce people to regard the passage from Holyhead to Kingstown with the like indifference that they do a railway journey, you would have an enormous increase of communication between Kingstown and Holyhead. But witness the scenes which I have, of something like 60 or 70 passengers rolling about the cabin floor in every condition of sickness; I must confess, my surprise rather is, that there are so many who make the passage as we now see. I know very well, that as you increase the size of the vessels you will decrease the amount of annoyance arising from sea-sickness.

1957. Mr. *Repton.*] And also decrease the length of time occupied in the passage?—Yes. Some people may say, "We do not mind it so much, because it is a short time;" but I do not see why passengers should be made miserable for four or five hours in the passage from Kingstown to Holyhead.

1958. *Chairman.*] I have a memorandum from Mr. Lang, with reference to a large boat; he states that it would be an advantage, in furnishing a design, if

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a greater draught of water than 13 feet 6 could be calculated upon, upon both sides; can you tell the Committee what draught of water could be calculated upon, supposing all the improvements which you contemplate were carried out in the two harbours?—There would be a depth at low water, in both Kingstown Harbour and Holyhead Harbour, of 30 feet, which is enough for the largest ship contemplated.

1959. Captain *Duncombe.*] With reference to the pier or jetty which is now in course of formation in Kingstown Harbour, without wishing to give at the present moment a decided opinion, you have said that you thought the harbour was capable of improvement, and that you are to make a report to the Government; perhaps you will inform the Committee whether the operations are in the meantime suspended?—The works are going on so slowly, that it amounts almost to suspension.

1960. If that pier eventually is adopted, will not there be the means of communication on to it from the railroad?—There will be, according to the suggestion which I shall have to make.

1961. As at present advised, your objection is not so much to the position of the pier in the harbour, as to some other reasons connected with it?—Not so much to the position of the pier; I want to have a little more room between the eastern breakwater and the position of that pier; I think it is rather cramped and confined.

1962. You are quite of opinion that part of the arrangement in expediting this passage between England and Ireland should be to enable the luggage and the general traffic to be delivered on each side of the water from the jetties or wharfs to the steamboats?—I think it is absolutely necessary that there should be a kind of station on the jetty, by which I mean a building with a roof over it, so that the passengers should be as little exposed to the weather as is practicable, in the transfer from the boat to the railway, and from the railway to the boat.

1963. Something similar to what there is now at Folkestone Harbour?—Superior to that, if anything.

1964. Mr. *Vance.*] In your visits to Ireland, have you made any observations upon Howth Harbour?—I know it.

1965. Is not it at present too much choked up to admit of the entrance of vessels of any large draught of water?—It is very small, and very much choked up.

1966. Did you notice the position in which the harbour is placed on the side of the peninsula; do you think an erroneous position was selected for it originally?—I think it is a very good situation for a small harbour, but I should certainly feel it was not a position calculated for a large harbour. Large harbours now are the only kind of harbours for general commerce which should be sanctioned.

1967. Do you think that the other side of the peninsula of Howth is suited for a harbour, such as is required for carrying on the intercourse between England and Ireland?—I do not; I think it would be far better to concentrate all the expenditure upon Kingstown and upon Holyhead, and to make those harbours as perfect as a reasonable expenditure will make them.

1968. Presuming that the present harbour of Howth was sufficient, what saving of time, taking the rate of the present communication, would be effected in the passage between Kingstown and Holyhead, if the packets went to Howth instead of to Kingstown?—I do not believe it would effect any appreciable saving of time with the class of vessels which must be ultimately resorted to; I mean very powerful steamers.

1969. But, presuming that Howth Harbour was sufficient to accommodate those vessels, what time would be saved?—I have not sufficiently considered the question of how far, if you were to make a very capacious harbour at Howth, you might save time. I will consider the question, if the Committee wish me to do so. I am afraid it would involve a very large expenditure. It was a very desirable thing at the time it was decided on, because then, sailing vessels were employed, and Kingstown being so much further to the westward than Howth, it was a very desirable thing to have an alternative port; but now, with steamboats it would rarely happen that vessels would run into Howth in preference to Kingstown, unless an enormous expenditure were gone to.

1970. *Chairman.*] Under any circumstances, could the saving of time be much?—No; the difference of distance is about two miles.

1971. Then the better you make the vessels, the less the time of course that would

would be saved?—Clearly so. The thing wanted for these very fast vessels is a clear course. I think Kingstown, therefore, would have the advantage.

1972. With regard to the expenditure which has taken place, am I to judge from your answers that you consider that all the great expenditure which has taken place at these harbours is, to a great extent, wasted, if a superior class of vessels is not established between the two ports?—It is not wasted, because I consider Holyhead Harbour is very important for windbound vessels in the Channel, and it will be found very important to the Liverpool and Glasgow trade; but it is very manifest that the advantages to be conferred upon general shipping would not have justified the making of Kingstown Harbour or Holyhead Harbour; therefore the direct advantage to be received by the country from that expenditure is the facilitating the communication between Ireland and England. At the time I was employed with regard to Holyhead Harbour, when Lord Auckland was at the Admiralty, the argument I used, and which prevailed at the Admiralty for its construction, was, that it was of a size which would admit the largest class of steam-vessels.

Scott Russell, Esq., called in; and Examined.

1973. *Chairman.*] YOU are an Engineer and Shipbuilder, I believe?—Yes.

1974. Have you turned your attention to the kind of ship which you would propose for the Irish communication between Kingstown and Holyhead?—I have examined the subject, on the understanding that a very high velocity was wanted. I feel quite satisfied that the question of high velocity is quite practicable, depending only on the amount of money that can be afforded for such a vessel. I find that if you want a vessel to go comfortably 18 miles an hour, you cannot do it at less than 230 feet long; if you want 20 miles an hour, you can do it with a vessel 280 feet long; if you want 21 miles an hour, you can do it with a vessel 320 feet long; if you want 24 to 25 miles an hour ,you can do it with a vessel 400 feet long; if you want 28 miles an hour, you can do it with a vessel 500 feet long; and if you want 30 miles an hour, you can do it with a vessel 600 feet long.

1975. Captain *Duncombe.*] What is your limit; can you go on with that calculation?—I have not gone further; I think I have got to about the length of the largest sized vessel.

1976. Mr. *Repton.*] Have you taken any contract yourself for any large ships?—I have contracted for one as large as the largest I have mentioned, namely 600 feet long.

1977. Is that ship finished?—I have contracted to build a vessel of that size; I have built no vessel yet longer than 270 feet.

1978. Are you tied by your contract that she shall go 30 miles an hour?—No, she is not intended for such extreme speed; speed is sacrificed to capacity.

1979. Would you undertake a contract for a vessel of that description?—Certainly.

1980. Mr. *Fox.*] Is there any ship in existence in America anything near that length?—Three hundred and ninety feet is the largest of which I have the particulars.

1981. Mr. *Repton.*] What is her name?—I do not remember her name; there are several of that length.

1982. *Chairman.*] You have divided these vessels into classes, if I may use the expression; have you made any estimate of the comparative cost of those classes of vessels?—I have only estimated the cost of two of those classes, the one of 320 feet long, to go steadily an average speed of 21 miles an hour, and I find her cost to be 70,000 *l.*; the next one of 400 feet long I find her cost to be 160,000 *l.*; she will go at 24 to 25 miles an hour. I find, though my table is not made up in any relation whatever to Mr. Lang's calculations or Mr. Penn's, that I get about the same length for about the same speed; I think the expense I find to be rather less.

1983. Do you calculate upon building them of wood or iron?—Iron.

1984. I believe you have constructed vessels both of wood and iron?—I have constructed vessels both of wood and iron, and I think iron has a great many advantages over wood, especially in durability and small amount of repair; I have known iron vessels last in very heavy work for 15 years without any material repairs being made upon them. I do not know of any similar cases with wooden

vessels. I do not know of any wooden vessels running for anything like that length of time without undergoing in their hulls very serious repairs.

1985. Mr. *Repton.*] Do you know of any accidents which have occurred to iron ships which would not have happened to wooden ships under the same circumstances?—I think that you could almost quote a similar case to any case that one has heard of in iron. The case the most quoted against iron vessels is the case of the "Birkenhead," and her going down so rapidly. There has just been a similar case of a wooden ship, for which I built the engines; she was called "The Tweed." I think it will be in the recollection of most people that "The Tweed" was a West India mail steamer of 1,200 tons; she went down as rapidly as the "Birkenhead;" she went on a rock, and I think in an hour or two after she struck all disappeared. Her boilers were made of iron, and exactly of the same construction as an iron ship; the same thickness of plates, and the same kind of riveting. The iron boilers knocked about I think for months, upon the very same reef, and still held together, whereas the vessel disappeared in a very few hours after she struck. I think that is a parallel case to the "Birkenhead." We really cannot build iron or wooden ships so that they shall stand bumping about upon reefs; if you attempt to build ships for that, you cannot build ships which will go at a great speed; if a big hole is knocked in her bottom she will go down. One point certainly turns the scale, even in safety, quite against wooden vessels; it is that we can make water-tight bulkheads in iron vessels; you cannot do that by any plan which I know of in wooden vessels. It is quite certain, that if you will take the trouble and go to the expense of putting bulkheads enough in an iron vessel, you will make them strong enough to stand a great deal more wear and tear than a wooden vessel. I have had experience as to an iron vessel made a very great length in proportion to her width, but with a great many iron bulkheads, being driven on shore by a storm in the Channel, at the same time when a number of wooden vessels were driven on shore, several of those wooden vessels, in similar circumstances, went to pieces, and this iron vessel, though of a proportion which you would not expect to be strong, bumped about on the beach, and had serious strokes on the bottom, from the large blocks of chalk that she bumped about upon; and every one fancied that the vessel was lost and would go to pieces. She lay there, however, and did not go to pieces; and three days afterwards, when we were engaged in getting her off, another storm arose, and she had another day's beating from the waves on a lee shore, strong enough to lift her up and raise her six feet beyond the highwater line. When this vessel came off and when we tried her, she was as sound a sea-boat as when she got on the rocks.

1986. Mr. *Repton.*] Was that the "Wave Queen"?—Yes.

1987. What were her proportions in length and breadth?—She is four times as long as her breadth.

1988. *Chairman.*] Have you made any estimate of the working expenses of those two vessels of 320 and 400 feet long?—I have not; the working expenses will bear a tolerable proportion to the respective powers of the vessels.

1989. Mr. *Repton.*] What was the speed of the "Wave Queen"?—Between 15 and 16 miles an hour.

1990. *Chairman.*] Have you any plan for a vessel to steer both ways, to avoid the inconvenience of turning?—I constructed, five or six years ago, a vessel for a steam ferry, similar to the steam-ferry from Holyhead to Dublin, only, I think, four or five miles, which was intended to carry the railway passengers to the town of Hull from Grimsby; that vessel has been running ever since, and she never turns; both ends are alike; she goes between 15 and 16 miles an hour, and the steering apparatus is in as perfect order now as it was then; she steers both ways. I do not know that there is any difficulty whatever in making an equally good vessel to steer both ways, or to steer only one way.

1991. Mr. *Repton.*] Where does the vessel run to which you have referred?—On the Humber.

1992. Is not that very different from the Irish Channel?—It is different from the Irish Channel. I have built, on the same construction, two war vessels of about 600 tons each, which are employed in the Baltic, and which have been three years cruizing in all sorts of weather in the Baltic, and they steer either way equally well, and they are as perfectly good sea-boats as I ever made; so that if there be any great convenience in vessels going either way, then those three vessels which I have built are examples, to show that you can have that advantage if you want it. I do not know of any inconvenience which you would suffer.

1993. *Chairman.*]

1993. *Chairman.*] Would there be no objection with reference to the size of the vessels?—No, I think not; two of the vessels are from 600 to 700 tons, and they are very heavily armed; the one which crosses the Humber at Grimsby had a large house on deck, which gives very great accommodation.

1994. Captain *Duncombe.*] Do not you conceive that you would lose something in speed by constructing vessels to steer both ways?—No, I do not think so; this vessel which I have mentioned, though only 163 feet long, goes between 15 and 16 miles an hour.

1995. What is her name?—The "Manchester."

1996. *Chairman.*] Did you build also a vessel called the "Adelaide"?—Yes; I built the "Adelaide," and the "Victoria."

1997. Has the "Adelaide" what is called a balance rudder?—She has.

1998. How did she steer?—There were complaints made of her steering by the captain, but those complaints have been since proved not to be well founded, for the vessel is now on her voyage, and has been found to steer as perfectly as any vessel could steer. I have a report here, from the Cape of Good Hope, which says upon that subject, "no ship could answer her helm better than she does; she comes round like a top; she rides beautifully, and has a very easy motion when rolling."

1999. Captain *Duncombe.*] Is that a report from the same captain who had before condemned her steerage?—No; happily for its impartiality, it is not are port from any official person; it is a letter which was sent from one of the passengers to his brother, and which we, by good fortune, got hold of as impartial evidence. There is another passage which refers to the same subject: "I believe that letters have been sent to England declaring that the ship will not sail, and when not under steam, that she is perfectly unmanageable; now, to both of these we have had the most positive contradiction. We met with a breeze on Wednesday, the 16th instant, which increased as night came on; before this the ship was averaging two and a half knots." Then it goes on to say, "She has since been giving the lie, day by day, to those who have been endeavouring to destroy her character;" alluding, I suppose, to the captain.

2000. Was that report made on her second voyage?—The first voyage.

2001. Has she come home?—She is not yet due; now her sister ship, the "Victoria," has a common rudder, and the practical result of both experiments has been, that the one rudder seems to answer exactly as well as the other; neither better nor worse.

2002. Then you would have no objection to introduce a double rudder in vessels where you are tied down specially to maintain a high rate of speed?—I know of no detriment; I have experienced none.

2003. Mr. *Vance.*] Have you ever built vessels partly of iron and partly of wood?—Never.

2004. Have you seen any vessels which have been built in that manner?—No; I have heard of them.

2005. Were the greater part of those vessels you have spoken of propelled by screws?—I think I have built more paddle-wheel vessels than screws; I have built a good many screws.

2006. It has been stated in evidence before this Committee, that for this passage paddle-wheel vessels are preferable; do you agree with that evidence?—I think paddle-wheel vessels are preferable, where you have not a large draught of water, and where you have not heavy cargoes; but where you have heavy cargoes and a great draught of water, then screw vessels are certainly better.

2007. Have you ever seen the model of a vessel with a double screw and a double rudder, as proposed by Captain Carpenter?—I have.

2008. What do you think of it, as far as you have seen experiments tried?—I have not seen experiments tried, but as far as my experience goes, I do not see any advantage in having two screws to do the work, if you can get one to do it.

2009. Nor two rudders?—Nor two rudders, if one will do.

2010. Captain *Duncombe.*] Do you generally construct the engines for the vessels which you build?—I construct the engines and boats; I find it an advantage to do so. If you are dependent on a ship-builder and an engine-maker there may be misunderstandings between the ship-builder and the engineer; whereas I am able by building both to make a contract for a precise speed; my habit has been for the last ten years to contract to deliver a vessel and the engines, and I define the speed, at a given price. If a person wanted a boat with a certain speed,

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speed, the only way I could ensure his having that speed would be by my building the engines and the boat.

2011. So that both are going on simultaneously?—Yes, both are going on simultaneously. I am able to adapt every convenience to the boat and to the engine as we go on; there is a great saving in time in doing it, instead of building a ship and launching her, and then putting the engines in her afterwards, which occupies a month or two after the launch has taken place. If you build the engine in the vessel as the vessel goes on, by the time the vessel is finished the engine is finished, and then both are launched together, and the vessel is ready for sea. I think there is much more certainty of obtaining the result you want by doing both at one and the same time.

2012. *Chairman.*] Would you be ready to guarantee obtaining a speed of 25 miles an hour?—I am quite ready to contract for either of these ships at the prices which I have named, and deliver the ships to the parties when they are ready to deliver the money; I am quite willing to take back the ship if she does not travel at the velocity stated; and that is a contract I am in the habit of making every day in my business.

2013. Mr. *Tollemache.*] Would you take back the ship at the original price?—I should be glad to deliver the ship to perform a certain speed, or not to have the money.

Francis Codd, Esq., called in; and Examined.

Francis Codd, Esq.

2014. *Chairman.*] YOU are a Merchant in Dublin, I believe?—I am.

2015. I believe you are a member of the Chamber of Commerce?—I am a member of the Council of the Chamber of Commerce.

2016. And the honorary secretary of the Chamber of Commerce?—Yes.

2017. Can you inform the Committee whether there is any feeling of dissatisfaction with respect to the present postal arrangements between Dublin and London?—Very general dissatisfaction.

2018. Have you ever been concerned in making any complaints to the Post-office authorities on the subject?—For years back the Chamber of Commerce have been complaining to the Post-office authorities, and representing the very imperfect state of the postal communication. I perhaps may be allowed to read to the Committee a letter which was addressed by the Chamber of Commerce to Lord John Russell, in 1851, complaining, in very strong terms, of the postal arrangements.

2019. It has been stated in evidence, by a gentleman who is connected with the Dublin Post-office, that no complaints have been made of the postal arrangements; in your opinion, that must be a mistake?—Yes, a great mistake.

2020. Will you state the nature of your complaints to the Committee?—I will read the letter, it is very short, with the permission of the Committee. "Chamber of Commerce, Dublin, 21st January 1851. To the Right Honourable Lord John Russell. My Lord, I am directed by the Council of this Chamber, to entreat the attention of your Lordship, as the head of Her Majesty's Government, to a subject of great importance, not merely to the local interests of Dublin, but to those of the United Kingdom. I mean the postal arrangements between Ireland and Great Britain. When a project for improving the harbour of Holyhead was discussed a few years ago in the House of Commons, the great lamented statesman who immediately preceded your Lordship in office, maintained that the proposed expenditure of public money could only be justified by such previous arrangements as would considerably facilitate and expedite the transit of letters between London and Dublin, and would, in fact, enable persons resident in these places respectively to answer letters by return of post. These arrangements, the extension of the Chester and Holyhead Railway, and the erection of the tubular bridge over the Menai Straits, as then suggested by Sir Robert Peel, have been for some time complete, and large sums of money have been devoted to the improvement of Holyhead Harbour, but as yet no practical attempt has been made to carry into effect a more expeditious communication between the two capitals, or to remove the reproach upon the postal arrangements, involved in the fact, that a traveller starting from the harbour of Kingstown by the boats of a public company arrives in London in 14 hours, while the mail bags, forwarded by packets in the contract service of the Government, do not reach London till 18 hours after their despatch from Kingstown. A passenger sailing from

from Kingstown Harbour at nine o'clock, a.m., by the boats of the Chester and Holyhead Railway Company, arrives in London at 11 o'clock, p.m. A letter forwarded from Dublin by the packet which sails from Kingstown, at half-past seven, p.m., on Monday evening, does not arrive in London till one o'clock on Tuesday. It is not delivered in the city till between three and four, at which time it ceases, for purposes of business, to be practically useful on that day; this letter should arrive, under improved postal arrangements, at least at nine o'clock in the morning, and be delivered at 11, which would afford some reasonable time for the transaction of business, and for a reply to reach Dublin on Wednesday morning. This is only one of many instances which I might adduce, to illustrate the very imperfect state of the postal communication between the two countries; if I did not feel that matters of detail belong more properly to the special department, and that my duty in addressing your Lordship should be confined to a statement of the general evil, and to a respectful suggestion that the subject deserves an attentive and immediate inquiry; and your Lordship will, I trust, excuse the frankness with which I venture to add, that the Council of this Chamber are impelled to adopt the proceeding of a direct appeal to the head of the Government, by a reluctant and painful conviction that Irish interests have not heretofore received from the Post-office authorities that favourable consideration to which they are entitled. While, in the social and commercial interests which the subject involves, Ireland fully participates with other portions of the United Kingdom, it should not be forgotten that the policy of successive Governments, so fatal to the best interests of this country, which has gradually centred in London all the great official and legislative departments, gives her peculiar claims to the most expeditious means of communication with the seat of authority and power. On the part of the Chamber of Commerce of Dublin, I am respectfully to entreat your Lordship's attention to this very important subject. I have the honour to be, my Lord, your Lordship's obedient servant, *Francis Codd*, Honorary Secretary." Lord John Russell sent that letter to the Lords of the Treasury; he acknowledged the receipt upon the 23d, and on the 4th of February 1851, I had a letter from Mr. Cornewall Lewis, which is as follows: "Sir, I am commanded to acknowledge the receipt of the Memorial of the Chamber of Commerce at Dublin, on the subject of the postal arrangements between Ireland and Great Britain, and to acquaint you that the same has been laid before the Lords Commissioners of Her Majesty's Treasury."

2021. Lord *A. Hervey.*] Has not the inconvenience which you mentioned in that letter been since entirely removed?—Only partly.

2022. Have you not letters by return?—I say, if a letter was written and sent by the evening packet, that letter would not be delivered in London until one o'clock; they are now delivered earlier.

2023. Can you now get an answer by return of post between Dublin and London?—We can answer letters delivered at two o'clock, and if we write by the evening mail, the letter will be delivered in London at two o'clock; but two o'clock is too late an hour; it is impossible to be answered at that time. Some of the banks will not attend at all to the letters received at that hour, and at the insurance offices cases of insurance could not be effected, in consequence of the late hour of the arrival of the mails. We have had communications with Colonel Maberly and with Lord Clanricarde, when he was Postmaster-general, complaining of the state of the postal arrangements between London and Dublin.

2024. *Chairman.*] Have you any suggestion to make to the Committee with reference to the improvements in the postal arrangements?—Some time last autumn, the Council of the Chamber of Commerce had a meeting, at their rooms in Dublin, with the principal directors of the Irish railways, the London and North Western Railway Company, the Chester and Holyhead Railway Company, and the City of Dublin Steam Navigation Company, and we arrived at the arrangement, which I believe has been placed before this Committee, by Mr. Roney. The plan was for a general morning and evening mail from London and from Dublin.

2025. Do you approve of that plan of Mr. Roney's?—Yes, fully; we thought it would be a great advantage to Dublin, and a great advantage to the provincial parts of Ireland.

2026. Will you state what advantage you think would accrue to Dublin and to the rest of Ireland, from the mail leaving London at eight in the morning?—We conceive that it would bring a great number of letters from the manufacturing districts of England to the provincial parts of Ireland; the letters would

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be delivered at least 24 hours before they can now receive letters. We conceive also, that it would facilitate, what we believe to be of great consequence, not only to the mercantile, but to the social interests of Ireland, great personal communication between the two countries; as merchants, we hold that everything which facilitates personal intercourse between the people of the two islands would be a great advantage, in a mercantile and social point of view, to the people of Ireland.

2027. Then, although, by such a mail there might not be a great number of letters direct from London, in your opinion there would be a considerable correspondence from Liverpool, Manchester, and the manufacturing districts?—Yes; we consider that it would be a great advantage in bringing quickly a class of letters now of great importance, namely, the American letters. I believe it will be found upon inquiry that nearly two-thirds of the letters which come to the United Kingdom from America are intended for Ireland, and they are increasing every day; we conceive that the subject ought to be taken into consideration, and the interests of Ireland attended to with reference to those letters. With reference to the statement of the official gentleman, whoever he may be, that the merchants of Dublin have not complained of the existing postal arrangements, perhaps the Committee will permit me to read a few remarks from the last report, which was presented to the Chamber of Commerce by their Council on the 12th of April last: "The Chamber are already aware that the postal communication between this country and England has long engaged the anxious attention of successive Councils, who have not failed to urge on the Government the necessity of rendering it more compatible with the advanced capabilities and the enlarged wants of these times of progress and improvement. As yet, however, the concessions to public opinion have been few and inconsiderable, unworthy the administration of a great country, or the vast social, commercial, and national interest which the subject involves. During the last autumn, the Council succeeded in inducing a meeting in their rooms of representatives from the North Western, the Chester and Holyhead, and the principal Irish Railways, and of the City of Dublin Steam Packet Company, with a view to concert some common plan for expediting the intercourse between the countries, and some common mode of action, which would bring every important and influential interest concerned to bear on the Government and the Legislature. The great features of the plan, and the more important principles of action, were fully arranged; they, however, involved the necessity of mutual concessions, and a committee was appointed to assist in effecting the necessary arrangements. The Council, however, regret to state, that as yet no practical good has resulted from the meeting. Desirous to avoid any observation which might even remotely tend to increase existing difficulties, the Council forbear from entering further into the subject at present, in the earnest hope that future negotiations may lead to a settlement. They cannot, however, too strongly urge on every party concerned, that this question involves considerations too great to be sacrificed to local or private interests, and that it will speedily become the duty of every person desirous to promote the prosperity of Ireland, and to cement the union of the empire, to arouse public feeling on a subject of surpassing importance to both."

2028. Was that forwarded to any authority in England?—We sent it to the Lord Lieutenant and the Chief Secretary for Ireland, and to all the Irish Members of Parliament.

2029. Have any complaints which you have made been made to head-quarters?—Yes; we had deputations to Lord Clanricarde twice, and to Colonel Maberly upon one occasion.

2030. Captain *Duncombe.*] It has been stated in evidence that no complaints have come from Dublin with respect to the postal communication. As you say that you have sent your complaints to head-quarters, that gentleman might merely have spoken as an official from the Dublin Post-office?—We see no use in complaining to the Irish Post-office. I may mention a fact to show how little authority they have. I had to apply to Mr. Cornwall, the secretary of the Post-office, with reference to this inquiry, to give me some insight into the average arrival of the steam-packets at Kingstown; he told me he would not give me anything of the kind; that if I wanted information, I must apply to the Postmaster-general; and that if he directed him to give the information, he would do so.

2031. The two statements are quite compatible; he merely spoke as an official of the Dublin Post-office, that no complaints had come to him, your complaints going

going to head-quarters?—Yes; we find it quite useless to complain to the Irish Post-office.

2032. *Chairman.*] The other part of the proposed plan was to do away with the five o'clock mail, and substitute an eight o'clock train in the evening?—The plan is to substitute for the five o'clock train and the 45 minutes past eight train, one train to start about eight o'clock from London.

2033. What would be the object of that change to eight o'clock instead of 8. 45, which is the general time of the mails leaving?—The object was to give more time for its arrival at an early hour in Kingstown, with a view to the despatch of the letters which arrive by it to the country parts of Ireland.

2034. Captain *Duncombe.*] By the morning mails?—Yes; I believe I mentioned before, when we took the matter up, that we considered the interests of the entire of Ireland, and not merely those of Dublin.

2035. *Chairman.*] Are you aware that at Belfast there is a great desire to have the early mail expedited from Dublin?—Yes, and very naturally so; of course they are anxious to obtain their letters early. I believe, under the arrangement which we propose, they would receive a great portion of their letters 24 hours earlier than they receive them now, that part of them which would come by the day mail from the manufacturing districts.

2036. Not the London letters?—The London letters they would receive earlier if they were despatched, as they ought to be, at an earlier hour from Dublin. There is no reason why the Irish mails should be delayed in Dublin till 10 o'clock; they ought to be despatched at a considerably earlier hour. If the London letters arrive in Kingstown at six in the morning, sorted, as they ought to be sorted in the packet coming over, they could be despatched at a very early hour from Dublin.

2037. The letters could not arrive at six o'clock in Dublin if they did not leave London till eight o'clock?—They could arrive a short time after it; they could arrive about half-past six; half an hour makes no considerable difference; half an hour could be gained by proper arrangements. I consider, for instance, that the letters are most generally delayed half an hour in Kingstown by reason of their not being a special train to carry the mails immediately up to Dublin. Suppose the packet arrives at five minutes past six in the morning, those letters are not sent to Dublin till half-past six; I think there ought to be a special train to carry them to Dublin immediately.

2038. Captain *Duncombe.*] It appears that there is no mail train from Kingstown to Dublin, therefore if the mails just miss one train, the mails are delayed for half an hour?—Yes.

2039. *Chairman.*] You would propose that there should be a special train waiting for the mails?—Yes; it existed at one time, but I suppose, for the sake of some wretched economy, it was given up.

2040. Lord *A. Hervey.*] Do not you think it of importance that the mail should not leave Dublin too early in the morning, in case the people of Dublin should have anything to write?—I think the advantages would very much preponderate in favour of the mail starting at such an hour as would give the letters to the country at a reasonable hour.

2041. Mr. *Fortescue.*] Do you think many London letters would go by the morning mail to Ireland?—Probably not very many London letters, but the provincial letters would come. I heard Colonel Maberly attempt to dogmatize a good deal as to what would result from this change; he quite forgot that every merchant would take advantage of every postal facility which is given to him; he must do it; the competition which now exists in trade will compel him to do it; for instance, he stated that a Manchester merchant would not write at 10 o'clock in the morning; perhaps the Committee will have the goodness to look at the matter in this way: supposing a merchant in Cork, Belfast, or Galway is obliged to have transactions with Manchester, he probably has dealings with two or three persons there; if he finds that one man will answer his letters by return of post, and he finds another will not do that, he will do business with the man who at once attends to his instructions, and sends him an answer by return of post.

2042. Is it not probable that letters which might have gone by the late mail the evening before would go by the early mail the next morning?—We must bear in mind the small difference in the time of leaving; there is only about 45 minutes, which will make no material difference; persons now deal with the question as between London and Dublin; I believe it is the fact that two-thirds

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of the letters come down by the five o'clock packet; now letters, to come by the five o'clock packet must be posted in the city before four o'clock, and yet merchants write by that packet; and why do they do it, although it is inconvenient? Because they are anxious to have an answer by return of post.

2043. The question is, whether there would be a sufficiency of letters by the morning mail to make it worth while to establish such a mail; did not you speak of it as being of more importance to passengers than to the mails?—I think it would be important to both; I think the advantages to the manufacturing districts of England of an improved communication between those districts and Ireland would be incalculable.

2044. *Chairman.*] Supposing there to be an insuperable Post-office objection to starting the mail at 8 instead of 8. 45, do you think it would satisfy the merchants of Dublin if they had one mail starting from London at the same time at which the general mail starts for all parts of the country?—I do not think we ought to be satisfied in Dublin and in Ireland, if we have not the most perfect arrangements that can be made; I think we are entitled to expect that. You have taken all our great public establishments from us; you have taken our Parliament; you have taken our Customs' Board; you have taken our Excise Board; and I say you have taken our Post-office, because they have no authority in Dublin; and you were about, the other day, to take our Lord Lieutenant. What I say is this, and what the people of Ireland feel is this: if you do these things, of course we must submit; but we claim a safe, convenient, and quick mode of communicating with the seat of authority in England; we conceive that when we come with that claim, you have no right to answer us by a miserable argument of economy, or by some paid official of the Post-office standing up and talking of difficulty. We conceive that we are entitled to the best mode of postal communication; we respectfully submit that the improvements in science, and in steam navigation and in railroads, should not be applicable to everything in the world but the communication between Ireland and England.

2045. Lord *A. Hervey.*] Supposing the difficulty to insuperable of the mail starting at eight, for the reasons stated by Colonel Maberly, that there are a mass of other trains coming from other parts of the country between London and Tamworth, would it not be a greater advantage to the Dublin merchants for the mails to start at such a time as to bring on all those mails?—Of course, if there is that insuperable difficulty, it cannot be done. We cannot press for what cannot be obtained; what we do press for is the best transit for letters.

2046. Do not you think it would be a great disadvantage to have this train starting at eight, taking the London letters only, and missing all the other letters coming from all the other parts of the country?—I am not aware whether that is the fact.

2047. Mr. *Tollemache.*] Supposing no insuperable objection on the part of the Post-office authorities would be raised to an arrangement of this description; suppose, instead of the train leaving at 9. 15. a. m. as at present, it should leave London at eight; according to Colonel Maberly's statement, he believes that no letters are sent by the 9. 15. train from London, therefore, no doubt, no letters would go from London by the proposed 8 a. m. train; but this 8 a. m. train might meet letters from the manufacturing and commercial districts at Chester, which letters would be conveyed to Dublin in time for the evening delivery, and also in time to be forwarded by the night train to the provinces of Ireland; do you think that would be a good arrangement?—That is what we suggested.

2048. Do you think that plan, although it would put a stop to the possibility of London letters being sent by that train, would be a convenient arrangement for Ireland generally?—No doubt of it; it would not put the postal communication between London and Dublin on a worse footing than it is on at present; at present, you will observe, that the postage between London and Dublin is this: one mail, which leaves London at five o'clock in the evening, arrives in Kingstown the following morning about five. There is another train at 45 minutes past eight, which leaves the same evening, and arrives at 11 the following morning. If the proposed plan is carried out, all letters will leave London about eight o'clock in the evening, and will arrive about six the following morning; so that the communication between London and Dublin would not be injured by it.

2049. Do you think that the commercial gentlemen of Dublin, and of Ireland generally, would approve of that plan?—I think so.

2050. There

2050. There appear to be great objections to a mail leaving at 8 p.m. from London, and that, from what Colonel Maberly has said, the Post-office authorities would not agree to any such arrangement. Supposing that plan could not be carried out, what do you say to this plan, namely, that the train should leave London at 8.45 p.m., as it does at present; it would then go on to Tamworth, where it would meet the Irish letters from Bristol, Birmingham, and other parts of the country; and then from Tamworth, that the Irish train should be accelerated, so as to arrive at Dublin about half-past nine a.m., the letters to be sorted on the passage?—That would benefit Dublin materially, but not the provinces of Ireland, because the great object is, that the letters which arrive early in the morning in Dublin should go off by the early train to the different parts of the country. The proposal which we made was, that one train should start from Euston-square at eight o'clock p.m., which would arrive at Kingstown about 7.30 in the morning; that there should be a travelling Post-office, and that the letters should be sorted, so that the mails might be despatched by an early train to the provinces.

2051. I understood Colonel Maberly to say that the morning mails might be delayed from Dublin, so that the letters could go to the provinces?—Of course that would give a little benefit to Dublin, and cause the letters to be delivered at a late hour in the day in the provinces.

2052. And therefore give a shorter time to answer the letters?—Yes.

2053. It has been stated in evidence in this Committee, that the mails in Ireland can be greatly accelerated, that the communication to Belfast might be made more rapid by an hour and a half?—I believe that is the fact.

2054. Under those circumstances, do you think that that arrangement would be very superior to the present arrangement?—Clearly, greatly superior; there can be no doubt at all of it.

2055. You quite approve of the first train which I named?—Yes.

2056. Do you think the second train would be a great improvement upon that which exists at present?—Yes, clearly. As regards the country, too, it would be a great improvement. The letters which leave now at 8.45 do not arrive in Dublin until about half-past 11, and under the proposed plan they would arrive at half-past nine; that would give to the country two hours advantage, if the letters were despatched to the country upon the arrival of this post.

2057. You consider that, as far as the conveyance of the mails from this country to Ireland is concerned, that arrangement would be very superior to the present one?—Yes; but we do not think it is so good as we ought to have. If the Post office arrangements be such that we cannot possibly carry out our plan, we cannot press it; but I understood Colonel Maberly to say that it was a mere question of money.

2058. Colonel Maberly said it would cause great confusion in posting letters in London; that the Irish letters would have to be posted, and also the mass of letters from the west of England; therefore, supposing the plan submitted to this Committee, according to which the trains would leave London at 8 p.m., could not be carried out, then you approve of this other suggestion?—I approve of the next best thing.

2059. Do you consider that the next best thing?—I do not know that it is the next best thing; but it would be a very material advantage to Dublin.

2060. Supposing the mails were to leave Dublin at eight in the morning, when they arrive at Chester, from Chester, of course, the letters could be sent on to the manufacturing and commercial districts of England, such as Liverpool and Manchester, and would arrive in London at 7 p.m.?—Yes.

2061. Do you think that would be a convenient arrangement?—Yes, most convenient; both as to postal arrangements and passengers.

2062. Would it not be more convenient to the passengers?—I should say that the great advantage would be to passengers.

2063. Do you think it would be an important train to the merchants of Dublin?—I do; for the merchants of Ireland.

2064. Will you state to the Committee your reasons for thinking that it would be an important train for postal purposes?—It would take up to London all the letters which were posted late on Monday, or which would arrive in Dublin late on Monday, and they would be forwarded by this train; they would arrive at Euston-square at half-past seven, sorted; and they would be sent on to the provincial towns of England by the mails of that night.

2065. Mr. *Repton*.] Having been sorted on the road?—Having been sorted on the road. I am not prepared to say that the letters could not be sorted in suffi-

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cient time at the Post-office. It is quite clear if they were sorted on the road, they could be forwarded by the mails to the provincial towns of England.

2066. Mr. *Tollemache.*] Therefore that would admit of letters being posted in Dublin, or arriving from the country to Dublin, being forwarded to the manufacturing districts through Chester, and being delivered in London sufficiently early to be forwarded by the mails to the provinces?—That was our object in proposing the plan.

2067. The second despatch from Dublin to this country would be at 7 p. m., would it not?—Yes, from Kingstown.

2068. And which would, of course, deliver the letters intended for the manufacturing and commercial districts at Chester, and then arrive in London in time for the morning delivery?—Clearly.

2069. Do you think that would be a convenient arrangement?—Yes.

2070. Would it be as convenient an arrangement as you could have?—Yes.

2071. As far as I understand, this suggestion as regards the despatch of letters from Dublin to this country would be convenient and desirable?—It would be desirable.

2072. You say that the first train would meet the wishes of the gentlemen of Dublin, that in their opinion it would be advantageous to Ireland generally, that is as regards the train which leaves London at 8 a. m.; and that with respect to the other, which leaves London at 8. 45 p. m., if a better arrangement could not be carried out, that would be a great improvement upon the present plan?—Yes; we think that, besides the postal advantages which an improved system would involve, it would induce a greater personal intercourse between the two countries.

2073. Mr. *Repton.*] Would not there be the great advantage, at all times in the year, that passengers would have the sea passage performed in the day time?—Yes.

2074. Mr. *Tollemache.*] Is not the communication between London and Dublin very important indeed?—Decidedly so.

2075. And also between the manufacturing districts of Manchester, and other places, and Ireland?—Yes.

2076. Do you think a second delivery would be important to the merchants of Dublin if they could have it?—No doubt of it.

2077. In that respect a train leaving London at 8 a. m., taking up the letters at Chester, to be delivered in Dublin at 7 p. m., would be very important; it would give a delivery in Dublin the same evening, and also be in time for the letters to be forwarded to the provinces of Ireland by the night mail?—Yes, by which they would gain 24 hours.

2078. Mr. *Vance.*] Are you aware that there is a very large correspondence between the manufacturing towns of England and the country towns of Ireland?—There is, I believe, a very considerable correspondence.

2079. Which correspondence would be most conveniently taken on by this morning mail?—Yes.

2080. And the letters which were carried by it would, by the proposed arrangement, be delivered in the country towns in Ireland early the following morning?—Yes.

2081. Do not you consider that that will be an immense public benefit?—There is no doubt at all about it. The merchants in Galway, Cork, Belfast, and all through Ireland would, for all purposes of business, have their letters as early as the merchants in Dublin, as they ought to have.

2082. Lord *A. Hervey.*] Would not the arrangement necessitate the mails leaving Dublin in the evening at a later hour than they do now?—Yes; and they ought to leave later in the evening.

2083. That would be no inconvenience to the provinces; the letters would be delivered early in the morning?—They would gain 24 hours by the arrangement; or rather, I should probably say, they would gain 22 hours by it, if the mails were sent off at nine instead of at seven in the evening.

2084. In your opinion that would be no inconvenience to the inhabitants of Dublin?—Certainly not. I am myself perfectly persuaded that the plan proposed would be an immense public advantage to Dublin, and to Ireland generally, and also to England. I may mention, that of so much importance was this plan considered at the meeting to which I have referred as having been held in Dublin, that a committee of very influential gentlemen was appointed, to endeavour to

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carry it out. I may mention, that the committee consisted of Sir Edward M'Donnell, on the part of the Great Southern and Western; Mr. Ennis, on the part of the Great Western of Ireland; Mr. Barlow, on the part of the Belfast and Down Railway; Captain Huish, on the part of the London and North Western Railway; Mr. Roney and Mr. Binger, on behalf of the Chester and Holyhead Railway Company; and, on behalf of the Chamber of Commerce of Dublin, Mr. Crosthwait, Mr. Wilson, Mr. Roe, Mr. Pim, and Mr. Codd. *Francis Codd*, Esq. 29 June 1853.

2085. *Chairman.*] Is there anything else which you wish to state to the Committee?—There is another matter to which I should like to call the attention of the Committee. If the report of the Chamber of Commerce is referred to, it will be found that the Council of the Chamber of Commerce consists of some of the principal merchants in Dublin, whose opinion, I think, is entitled to weight; the President of the Council of the Chamber of Commerce is Arthur Guinness, Esq.; he has been, for a great part of his life, a director of the Bank of Ireland. Mr. Thomas Crosthwaite is a director of the Bank of Ireland; Mr. Charles Haliday is a director of the Bank of Ireland; Mr. John M'Donnell, is a director of the Bank of Ireland; Mr. Thomas Wilson is a director of the Bank of Ireland. We have then Mr. Bewley, Mr. Boyce, Mr. Callwell, and Mr. Codd, who are most extensive merchants in Dublin; Mr. Colville is a director of the Bank of Ireland; Mr. D'Arcy was the late Lord Mayor; Mr. Houghton, Mr. Hutton, and Mr. James, are gentlemen largely connected with the railway interest; Mr. James, is the son of Sir Kingston James; Mr. Jameson, Mr. Kelly, Bank directors; and Mr. LaTouche, an eminent banker in Dublin; Mr. Martin, is extensively engaged in trade; Mr. M'Bride, Sir E. M'Donnell; Sir T. O'Brien is a director of the Hibernian Royal Bank; Mr. Valentine O'Connor is now the high sheriff of Dublin; Mr. Parker, Mr. Pim, Mr. Roe, and Mr. Sweetman, are all gentlemen extensively engaged in trade. I may add, that we confine ourselves altogether to commercial objects, and that we have nothing to do with politics or religion.

2086. Mr. *Tollemache.*] Do you believe that all those gentlemen would perfectly approve of this plan, so far as the despatch from London at 8 a. m. and from Dublin at 8 a. m. and 7 p. m. is concerned?—We attach great importance to those two trains.

2087. Do you believe that, as far as those arrangements are concerned, they would be satisfactory to the gentlemen whose names you have read to the Committee?—I do.

2088. Supposing the evening train could not be carried out as you suggest, do you think that what has been proposed in this Committee-room, namely, that the train should leave London at 8. 45 and be accelerated from Tamworth, so as to reach Dublin at half-past nine a. m., would be a very great improvement upon the present system?—I can only give my own individual opinion upon that proposition; it is my opinion that the next best thing we must all be satisfied with, if what we suggest cannot be done, I do not know whether what is now suggested would be the next best thing or not, but clearly if we cannot get what we consider is best, we must be satisfied with what is practicable.

2089. Mr. *Vance.*] Do not you think it would be a great inconvenience to a merchant in London to be compelled to post his letters for Dublin half an hour earlier than his ordinary correspondence?—I do not think it would; I think the advantages to be derived from the general plan would be so great, and the inconvenience so small, that it ought not to be thought of. Besides that, the merchants write by the five o'clock mail now, and they have to post their letters for Ireland by the five o'clock mail before they post them for the other parts of the empire; that is a very strong proof that they will not allow a small inconvenience to interfere with a plan which involves great public utility and great personal advantage.

William Watson, Esq., called in; and further Examined.

2090. Mr. *Tollemache.*] I THINK, in the evidence which you gave to the Committee on a former occasion, you said that you believed that vessels of a superior kind might be put on the station between Kingstown and Holyhead with an additional subsidy of 45,000 *l.* a year?—I did. *W. Watson*, Esq.

2091. Have you consulted any gentleman upon the subject since you gave that evidence?—I have.

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2092. Do you feel satisfied now, that your company would be prepared, for that additional subsidy. to put on vessels of a superior class?—Yes; from the inquiries I have been able to make since of the parties with whom I have been in communication, I have no hesitation in saying that the City of Dublin Company could undertake the double service, as mentioned in the paper submitted to the Government, for the increased subsidy of 45,000 *l.*

2093. What kind of vessels would they be which you would propose to substitute for the present vessels?—Vessels of 300 feet long, with a speed of 20 statute miles an hour, to make the passage in three hours and a half.

2094. Lord *A. Hervey.*] Would three hours and a quarter be the average passage?—No; the average would be three hours and a half excluding extreme cases, such as cases of breakdown and collision. The other day we had a case of collision, and the passage was 12½ hours; but, of course, that is an extraordinary circumstance. It is on the representations of Mr. Miller, who is an eminent and an experienced person as an engineer, that I am able to state with certainty and with confidence that the service could be performed in the manner which I have mentioned.

2095. Were you one of the persons who entered into the contract with the Admiralty in 1850?—I was.

2096. Can you tell the Committee at all whether it came out in treating with the Admiralty what the expense of the communication between England and Ireland had been previously to the contract?—I recollect making it up from one of the Post-office Returns, and speaking to Mr. Cowper upon the subject. The impression upon my mind at present is, that about 80,000 *l.* was the actual expense to the Government of the different services, independently of those charges which the Government never provide for, namely, interest on the capital invested in the vessels, allowance for deterioration or for renewing them, and for insurance.

2097. *Chairman.*] In the absence of the Return for which I have moved, showing the expenses of the Government vessels before the mails were carried by contract, will you look at the Return of 1847, and state the amount of the working charges of all the vessels on the four different lines of communication?—In this Return I see that, for the year 1847, the working charges on the four stations are stated to amount to 87,589 *l.* 10 *s.* 4 *d.*

2098. Will you deduct from that sum the receipts?—The receipts are 11,662 *l.* 13 *s.* 7 *d.*, which leaves 75,927 *l.* as the net working charges.

2099. In order to arrive at an approximation, I wish to know if you can inform the Committee about what capital the number of boats there stated must, in your opinion, represent?—I see there are twenty vessels stated in this Return as being employed in the four services; some of those vessels were of a larger kind, and cost, according to my recollection, above 30,000 *l.* each; the others were considerably less, and cost perhaps 12,000 *l.* or 15,000 *l.* If we assume the average cost at 20,000 *l.*, in the absence of precise information, it would appear that the sum of 56,000 *l.* per annum should be allowed, if it were a commercial speculation, to cover the interest on the capital embarked in those 20 vessels, and the insurance, and the renewal or deterioration fund, for supplying new vessels when the others were either out of fashion or worn out, exclusive of the sum of money expended in keeping them in repair.

2100. What sum does that amount to, added to the other sum?—About 132,000 *l.*

2101. As the estimated cost of the packet service at that period?—Yes, supposing it had been worked as a commercial speculation.

2102. Mr. *Tollemache.*] You believe that the cost of the communication between England and Ireland, previous to the present plan being carried out, was about 132,000 *l.* a year?—I should say so.

2103. Therefore, supposing an additional subsidy of 45,000 *l.* a year were given, so as to carry out an improved system of communication, still the expense to the Government would be considerably less?—Yes, about 57,000 *l.* less than it was before. The actual cost of working this service appears in this year to have exceeded 75,927 *l.*, without taking into the account those different per centages which a commercial company should do.

2104. Lord *A. Hervey.*] Is not your calculation founded upon the cost of the boats which were maintained for the four stations?—Clearly so, according to the report in the year 1847.

2105. Mr. *Tollemache.*] From what returns have you made your calculations?—From

—From the Post-office Return, ordered to be printed on the 30th of June 1847, No. 585. *W. Watson*, Esq.

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2106. Lord *A. Hervey.*] Do you know, before the date of the contract, whether the Government were running vessels at one station when the other four had been discontinued?—I stated that I did not recollect sufficiently distinctly whether the Donaghadee Station had been given up at the time or not. I know it was continued longer than the three others, which, of course, were merged into the one great communication. I know that Liverpool and Kingstown were given up, because our contract was discontinued in 1849. With respect to Milford and Waterford, my recollection is not so distinct on that; I apprehend it must have been given up before. Practically, I think it may be assumed, that those four services were concentrated into the Holyhead service before we had the contract.

2107. You do not know under that arrangement what would have been the expense to the Government before they entered into your contract?—I think I have stated it in my former evidence. Perhaps the Committee will allow me to make an explanation as to the averages this year. When Captain Skinner gave his evidence, he conveyed the impression that we had somewhat exceeded our average time during this year. I was examined on the subject, and I stated, from a calculation I made in a rapid way in the room, that the average was exceeded by only one minute ten seconds; some doubts were entertained whether I was correct or not. I have had my calculations checked, and I find that I did make a small error, but it was against ourselves. I find that our actual excess was only 38 seconds for the five months of this year.

Robert M'Calmont, Esq., called in; and further Examined.

R. M'Calmont, Esq.

2108. *Chairman.*] THE Committee understand that you wish to add something to the evidence which you gave the other day; you stated that you would make an estimate of the cost of the service between Holyhead and Kingstown?—On the last day I was examined I was asked whether I had made any estimate of the annual expense of working the large boats proposed; I said I would prepare one for a future occasion. I have since then obtained accurate information upon the subject, and made out some estimate of which the conclusions are embodied in the memorandum which I have in my hand. I ventured to give an opinion that it would be found impossible to reconcile postal purposes with passenger requirements; and all I have heard since strengthens that opinion; and the sooner this is recognised the more probability there will be of a satisfactory solution of the question. My impression is, that the railways would gain so much more than the expense by the increase of traffic, that no subsidy would be required for the promotion of passenger traffic; but if the Government are to give a subsidy to the required passenger boats, it had better be without disguise, and not mixing it up with the Post-office. With the permission of the Committee I will hand in this statement.

[*The Witness delivered in the following Statement:*]

STATEMENT and Approximate Estimate of the Steam Service required between *Holyhead* and *Kingstown.*

It may be separated into two distinct branches; one branch being packets for the special service of the Post Office, but carrying such passengers as may choose to go in them, and running twice each way every day in the year; and the other branch being an express sea-train for the accommodation of passengers, and which should run once each way every day in the year, except Sundays.

1st. *The Post Office Packets.*

The existing contract between the Government and the City of Dublin Steam Packet Company provides for the performance of this service for the next seven years; and if the terms of that contract be fulfilled, it does not appear to admit of material improvement. The stipulated speed of 12 knots per hour seems, indeed, moderate, but as the Post Office arrangements necessarily require the greater part of the service to be performed at night, it does not appear to be practicable to adopt a much higher permanent speed in this service. It would be improper that packets should be timed at night in the crowded Irish channel

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undeviatingly to a greater speed than 12 knots, or thereabouts. For postal purposes, speed without certainty is useless. In many dark thick nights prudence would restrain speed, even if the powers of the packets were unlimited; and as Post Office arrangements must all harmonise with the longest passages of frequent occurrence, it would be wasteful for the Post Office to pay for a speed which they could make no arrangements to profit by.

It would appear therefore, that if the City of Dublin Steam Packet Company be not permitted to fall short of what they have undertaken, the public may be satisfied with the existing contract with that company for the mail service for the next seven years.

It may be satisfactory to know also, that on the expiration of this contract there can be no necessity for any increase of expense, the present charge of 25,000*l.* per annum being ample to secure its renewal. Making liberal allowance for every item, including 20 per cent. per annum for wear and tear, insurance, and interest, the total annual cost of carrying on this service by vessels equal to the "Prince Arthur," the best vessel of the City of Dublin Company, and which is capable of averaging a good deal more than 12 knots, would not exceed 38,000*l.* per annum, so that with a subsidy of 25,000*l.* for the mails, whatever excess beyond 13,000*l.* is earned by passengers is profit; and 13,000*l.* is considerably below even the present passenger receipts of the mail boats.

2ndly. *The Day Express Sea Train.*

The boats to perform this service efficiently so as to develop passenger intercourse between Great Britain and Ireland, it is suggested, should be 400 feet long by 40 feet beam, with engines of 1,600 nominal horse-power, capable of exerting 8,000 effective horse-power, as recommended by Mr. Penn, and thereby performing the service in two hours and a half. Two boats would be required, and would cost together nearly 350,000*l.* The annual charge of the daily service of this bridge each way, excluding Sundays, being 626 voyages, would be rather less than 100,000*l.*, allowing 50 tons of coal for each passage, and allowing liberally for all expenses, including 20 per cent. per annum for wear and tear, depreciation, insurance, and interest on capital. Numerous competent parties who have been consulted concur in thinking that this estimate is more than the probable expense, and may therefore be safely depended on as sufficient. In the event of this day express sea train being established, it would, of course, be in substitution of the day express boats which the railway company run at present, and in considering the cost of what is now proposed, the cost of the existing railway express boats may therefore be deducted from the foregoing estimate of 100,000*l.* per annum. There may be a question how the depreciation of the present railway boats ought to be estimated in the event of their being superseded, but the saving to the railway company by their discontinuance may be fairly assumed at 20,000*l.* per annum, leaving therefore 80,000*l.* per annum as the cost of the improvement in the means of intercourse now proposed.

If the railways in England and in Ireland which are interested in developing the Irish traffic *viâ* Holyhead could be induced to associate and to contribute in proportion to their respective interests, to the establishment of the required steamers, there can be no question but that the increase of receipts would be vastly greater than equivalent to the charge of 80,000*l.* per annum. If such a disposition existed amongst the railway companies, which might naturally be expected out of a regard for their own interests, there could be no difficulty in arranging the proportions in which the different companies should contribute. It might be left to the arbitration of some well-known man in whom the railway world has confidence, and who may be competent to estimate the proportions in which different companies might expect to be benefited; and it is not probable that for the accomplishment of such an imperial object as an intimate connection between these islands, Parliament would refuse an Act to overcome the legal obstacles to associated companies subscribing the requisite capital of 350,000*l.*

The augmentation of the revenues of those railways now associated in the through-booking system to Ireland, which would infallibly follow the establishment of a proper "bridge" in the gap which now exists, would, it might reasonably be supposed, secure the ready co-operation of the railways in the scheme; but there is unfortunately some reason to apprehend, that the railway companies are not alive to their true interests. This assertion may be thought presumptuous, but there is too much reason to believe that some of the gentlemen at the head of the principal railways, not having occasion to visit Ireland themselves, are quite insensible of the extreme and intolerable discomforts of the present boats; and then the subordinate organs of the Chester and Holyhead company have shown by their evidence before this Committee, that a very narrow and unsound view of the subject prevails. For example, after Captain Hirst, the superintendent of the railway company's boats, giving evidence that when there is any considerable number of passengers, the majority, whether ladies or gentlemen, have to lie sick on the floor, leaving no more walking room than just sufficient for the steward or stewardess "to pick their steps among them;" it is asserted by Mr. Binger, the superintendent of traffic on the Chester and Holyhead Railway, that the accommodation is "ample for the average number of passengers." It does not appear to occur to Mr. Binger that the average number of passengers is not immutable, although to almost every one else, it is notorious that the execrable accommodation is the cause of the number of passsengers being so small as it is. If the accommodation could by any ingenuity be made much worse in quality than it now is, Mr. Binger may be assured that it would prove even more ample in quantity than it is. On the other hand, it may safely be affirmed, that if the large improved boats be established, it is a very moderate estimate to assume that the existing traffic *viâ* Holyhead should be trebled, and

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that the required outlay of 80,000 *l.* per annum for the ferry would be but a fraction of the augmentation of revenue accruing to those railways in alliance with it. This profitable result to the railway companies would not be realised by any half measure; there would be no economy in a half measure. It is the entire removal, and not the mere palliation of the existing obstacles to intercourse with Ireland that is required. The abominations and nastiness which at present prevent the development of passenger traffic with Ireland, are so great, that it is not customary or polite to describe them in plain English, and hence in a great degree, probably, the insensibility to what is wanted on the part of some of the railway magnates who enjoy themselves on *terra firma*, and in whose power lies the remedy. If this charitable interpretation of the disregard of the accommodation afforded to Irish travellers be disavowed by those railways which at present have a monopoly in the connexions with the north-west of England and North Wales, such disavowal will prove that competition is imperatively required, and that the case for the extension of the Great Western Railway Company's connexions on the broad gauge to the shores of the Mersey is irresistible. With such a connexion between London and Birkenhead, and boats of the right sort thence to Dublin, almost as good a communication as is sought for by way of Holyhead could be established, and so far as Liverpool passengers for Ireland are concerned, it would be better. Whether from Birkenhead, however, or from Holyhead, the removal of the abominations would not be accomplished by a smaller class of boats than that designed by Mr. Lang. There is an impression that the size of the boats proposed by Mr. Lang is beyond what is commensurate with the object, but this impression arises evidently from some misconception that prevails about the word "tonnage," which is a term of no meaning. Mr. Lang's proposed ship, although nominally about 3,000 tons, is in reality by no means a large vessel. A vessel of 1,000 tons might be so proportioned and formed, as to be actually a larger vessel than the proposed Holyhead Bridge, of 3,000 tons; neither the depth of a ship, nor her bluffness or sharpness, entering into the elements of the arithmetical conundrum called tonnage, and it will be a misfortune if what is required should be discouraged by any misapprehension as to the imaginary term tonnage.

What is wanted is such a bridge at Holyhead (or failing the co-operation of the monopolists in possession of the approach to Holyhead, at Birkenhead) as will, by an entire removal of the irksomeness of the passage, create a new habit in the intercourse between these islands. It will be very profitable for the railway companies to make this bridge, but they will be throwing their money away if they do it imperfectly.

30, Eaton-square, 29 June 1853. *Robert M'Calmont.*

Veneris, 8° *die Julii*, 1853.

MEMBERS PRESENT.

Mr. H. Herbert.	Mr. Hamilton.
Mr. Repton.	Captain Duncombe.
Mr. Nance.	Mr. Tollemache.

HENRY HERBERT, Esq., IN THE CHAIR.

Major-General *James Freeth*, called in; and examined.

Major-General J. *Freeth.*

8 July 1853.

2109. *Chairman.*] YOU are Quartermaster-general, I believe?—I am.

2110. Have you had any communication with Lord Hardinge upon the subject of the transmission of troops between England and Ireland?—Yes; I have on frequent occasions.

2111. Have you ascertained what his opinion is with reference to the importance of establishing a large class of vessels in order to convey troops in the event of an emergency, between the two countries?—I know his Lordship has no doubt, nor can anybody have, that large vessels, so as to take a regiment at once, would be of more service in case of necessity than small ones. As it is now, we generally send about half a regiment in the class of steamers that run from Liverpool; but if we could send a whole regiment at a time, of course it would be so much more convenient.

2112. Supposing a sudden emergency to occur, which would render it necessary to transport a very large body of troops either way, would there not be great

Major-General *J. Freeth.*

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great difficulty in getting immediate conveyance for the sea part of the passage?—That depends entirely upon circumstances; sometimes there are vessels upon the spot; at other times they are absent; of course it is by the usual passage-vessels we convey our troops.

2113. Mr. *Hamilton.*] Then there is no certainty under the present system of being able to supply steamers to convey the troops in case of emergency?—No certainty; but we very seldom fail in getting a passage for the troops we require; we very seldom send over more than one or two regiments at a time.

2114. *Chairman.*] But it is very easy to imagine that an emergency might take place which would render it absolutely necessary to transport a large body of troops almost without notice?—No doubt.

2115. In such a case, the existence of a large class of boats sufficient to carry a regiment at a time would, in a military point of view, be of very great importance?—No doubt.

2116. I believe Lord Hardinge has expressed a very strong opinion to that effect, has he not?—He has, in many cases to me; speaking of the arrangements now in progress, he says it would be a most desirable thing,

2117. Has he not also stated, in taking this subject into consideration, that he saw no difficulty with reference to the land part of it, but that he had felt some difficulty with reference to the sea portion?—I believe we could at any moment, with very short notice indeed, send 5,000 men from any part of the kingdom to Liverpool, but we meet with a difficulty at Liverpool as to conveying them across, and therefore it would be most desirable that as much convenience as possible should be afforded at Liverpool, ready for any emergency that should occur.

2118. And still more desirable, I presume, if you could have that at Holy head, where you would have a shorter passage?—We are longer getting the troops there, and not only longer, but it is more expensive, which in the present day is an important matter to be taken into consideration.

2119. But the question refers to a sudden emergency arising, when the question of expense would be of very little consideration?—There is no doubt of the capacity of the railroad to Holyhead for taking any number at one time; but still we might have vessels at both places; we should get our troops over sooner.

2120. Mr. *Hamilton.*] Does the difference of expense you speak of arise solely from the difference of expense applicable to the railroad?—Yes.

2121. *Chairman.*] Can you state generally what force of troops is quartered in Ireland?—I think from about 22,000 to 24,000 is the general force there. I speak from memory entirely; but I think about that.

2122. Take the most extreme case. Supposing this country to be invaded, might it not be a question in which a single hour would be of the utmost importance in getting over a very considerable portion of the troops at present quartered in Ireland, in order to concentrate them in a certain part of England?—No doubt it might, just where the enemy attacked us, and we might have to send troops to Ireland in the same case, and it would be of great importance. But I conclude that on hostilities occurring, we should have full power over all the private steam vessels; and could be certain at that time of conveyance to any extent required; that is, I presume so, for I do not say it would be so, of course; but with the country in danger, I should presume that every available means would be afforded.

2123. Captain *Duncombe.*] In a common case, what is the number of troops you want to transport?—About 2,000.

2124. Then 5,000 would be quite an extreme case?—Quite so.

2125. Have you found any difficulty in procuring vessels for the usual routine of change of quarters?—Very seldom; we have generally been able to give 12 or 24 hours' notice, and the vessels there have never failed us, except on very rare occasions.

2126. Sometimes, I believe, you remove whole regiments, for example, say from Dover to Ireland. Have you found no difficulty, by giving notice, in getting a vessel that would take a whole regiment in that way?—No, not in conveying a regiment in two or more vessels, but very rarely in one ship.

2127. Mr. *Hamilton.*] What is the ordinary course of transmission of a regiment of soldiers from Liverpool to Dublin by the passage steamers?—The Admiralty have an agent there; we write to the Admiralty here, and they instruct their agent to provide such tonnage of steamers as may be required, and

it

it is very seldom they fail us; they are usually ready by the time the troops are there, but that has been for single regiments.

2128. Take the case of a single regiment. Can you state the ordinary cost of the transmission of a single regiment from Liverpool, in the way you mention, to Dublin?—That I am not aware of; the arrangements are made by the Admiralty; we have nothing to do with the cost in that respect.

2129. You have no means of forming an opinion?—No; I think the common passage across, by contract with the War Office, is 5 *s.* a man, but by the Admiralty, I am not aware.

2130. Can you state the cost of transporting horses?—I have no idea what the expense of that is; not the least.

2131. *Chairman.*] Would there not be considerable difficulties with the present class of vessels that are in use, transporting a considerable number of horses or artillery?—I think the vessels generally take about 100 horses, and there are in a regiment about 340 horses altogether, including the officers; so that it requires from three to four vessels to take them over; I mean, of course, vessels of the present tonnage.

2132. Has not Lord Hardinge expressed an opinion, particularly with reference to horses, that there might be considerable difficulty in an emergency in getting them across?—Yes; of course you require more vessels, and they take more time.

2133. And artillery?—With artillery there is difficulty, but it is always done by giving notive; with artillery they generally have a good deal of notice, moving as it does in the common way; that is, marching to Liverpool; they do not go by railway, but in case of emergency of course they must go by railway; but by railway the expense is enormous.

2134. Mr. *Hamilton.*] Can you state what is the expense of conveying foot soldiers by railway?—A penny per mile, and the officers 2 *d.* per mile, and the lowest rate for horses is 3 *d.* a mile, so that you may conceive the expense by railway conveyance. To show the immense cost of moving cavalry regiments by railway, I may mention that a few years ago, in consequence of a regiment of cavalry having very young horses, it was decided to move them from Brighton to Ipswich and Norwich; the expense by the usual marches would be 288 *l.*, and by railway upwards of 900 *l.*, and therefore for horses the rail is very seldom used. Indeed there is no other instance, saving one or two movements of a small detachment, in aid of the civil power.

2135. I think the Committee may then gather that the opinion expressed by Lord Hardinge refers solely to a case of great emergency, where the question of expense would be entirely a secondary consideration to the necessity of immediately moving large bodies of troops?—Yes, that has been his Lordship's feeling, and it is my own.

2136. Captain *Duncombe.*] And not applying to Holyhead as exclusively the port of embarkation?—No.

2137. Mr. *Tollemache.*] I believe there is a small body of troops at Chester, is there not?—I should say we have generally about 250 men, and a small portion of artillery there; two guns are kept there, I believe.

2138. There is a considerable quantity of arms stored there, I believe?—Yes, it is an ordnance store; it includes ammunition and arms.

2139. There is a large store there of arms and of ammunition; there are guns there for artillery; there are artillerymen and a portion of a regiment there?—Yes.

2140. The population of Chester and the neighbourhood not being large?—It is not.

2141. The reason those troops and arms are kept at Chester is owing to its proximity to Liverpool and the manufacturing districts, and owing to its proximity to Ireland?—Yes.

2142. I suppose, in moving troops from Chester to Dublin, it would be important to take them by Holyhead in case of emergency. If you sent them to Liverpool they would be almost going in the opposite direction to Dublin?—Still they may go by Birkenhead; but it is immaterial which, I think, at the present time.

Major General *J. Freeth.*

8 July 1853.

2143. Speaking only of cases of emergency in sending troops suddenly from Chester to Dublin, if there were efficient vessels between Holyhead and Dublin, would not you under those circumstances send the troops by Holyhead?—Certainly, if it could be done in a shorter time, 20 or 30 miles by railway is nothing; but from Chester we seldom have any troops to convey.

2144. In these days we very seldom have cases of emergency, but we are supposing that a case of emergency should arise, and that you had to send troops, and also cannon, small arms and ammunition from Chester, would you not say that Holyhead would be the best port to ship them from?—Yes; that is a matter I have never considered, but it appears to me to be so.

APPENDIX.

LIST.

Appendix, No. 1.

Paper delivered in by Rear-Admiral Moorsom, 1 June 1853:

Chester and Holyhead Railway.—Return of the Speed and Consumption of Fuel of the Steam Boats Anglia, Cambria, Hibernia, and Scotia, under Regulated Conditions of Time, Pressure, and Expansion, between the 1st August 1848 and 31st March 1853 - - p. 176

Chester and Holyhead Railway.—Return of the Draught of Water, Horse Power, Tonnage, &c., of the Steam Boats Anglia, Cambria, Scotia, and Hibernia, between the 1st of August 1848 and 31st March 1853 - - - - - - - - - - - p. 180

Appendix, No. 2.

Copy of a Letter from C. P. Roney, Esq., to H. A. Herbert, Esq., M.P., Chairman - - p. 181

Course of Post of a Letter from London and other Places in England to Cork by the proposed 8.30 a.m. Special Express Train and Boat from London to Kingstown - - - p. 182

Course of Post of a Letter from London and other Places in England to Cork by the proposed 7.45 p.m. Special Express Train and Boat from London to Kingstown - - - p. 182

Course of Post of a Letter from Cork to London and other Places in England by the proposed 8.0 a.m. Special Express Boat and Train from Kingstown to London - - - p. 183

Course of Post of a Letter from Cork to London and other places in England by the proposed 7.30 p.m. Special Express Boat and Train from Kingstown to London - - - p. 183

CHESTER AND HOLYHEAD RAILWAY.

RETURN of the Speed and Consumption of Fuel of the Steam Boats Anglia, Cambria, Hibernia, and Scotia, under Regulated Conditions of Time, Pressure, and Expansion, between the 1st August 1848 and 31st March 1853.

A RETURN of the Speed and Consumption of Fuel of the Steam Boats under Regulated Conditions of Time, Pressure, and Expansion, for the undermentioned Periods.

NAMES of BOATS.	DATE.	Number of Trips of 63 Miles, Statute, or 54·6 Nautical.	Time of Passage.			Average Rate of Speed Statute Miles.	Weight on Safety Valves.		Proportion of Steam in Cylinder.	COAL.				Orders under which each Vessel was directed to use the Elements of Time, Pressure, and Expansion.
			Longest.	Shortest.	Average.		Greatest.	Least.		Supplied.	Consumption.			
			H. M.	H. M.	H. M.					*Tons.*	*Tons.*	*Cwts.*	*Lbs.*	
Anglia	1 August to 31 Dec. 1848	76	5 20	3 25	3 59	15·8	19	11	$\frac{2}{3}\frac{2}{4}$ to $\frac{3}{5}$	1,161$\frac{1}{4}$	15	5	2$\frac{7}{9}$	Time, a minimum; pressure, maximum; expansion, a minimum.
	1 January to 30 June 1849	68	6 58	3 33	4 14	14·8	13	13	$\frac{4}{9}$ to $\frac{3}{5}$	963	14	3$\frac{4}{17}$	0	Time, a constant; pressure, a constant; expansion, according to tide, wind and weather.
	1 July to 31 Dec. 1849	—												
	1 Jan. to 31 March 1850	31	5 29	4 6	4 31	13·9	17·4	10·2	$\frac{1}{2}$ to $\frac{3}{5}$	337	10	10	3$\frac{3}{4}$	Time, a constant; pressure, expansion, according to tide, wind and weather.
Cambria	1 August to 31 Dec. 1848	96	7 0	4 5	4 28	14·1	14	12	$\frac{1}{2}$ to $\frac{3}{4}$	1,457	15	3	2$\frac{1}{3}$	Time, a minimum; pressure, a constant; expansion, a constant.
	1 January to 30 June 1849	149	6 10	4 5	4 30	14·	12	12	$\frac{1}{3}$ to $\frac{3}{4}$	2,203$\frac{1}{2}$	14	16$\frac{1}{2}$	0	Time, a constant.
	1 July to 31 Dec. 1849	79	6 41	3 57	4 25	14·2	14	12	$\frac{1}{3}$ to $\frac{3}{4}$	1,044	13	1	0	Pressure, expansion, according to tide, wind and weather.
	1 Jan. to 31 March 1850	61	5 58	4 0	4 34	13·5	14	12	$\frac{1}{3}$	752	12	6	2$\frac{1}{3}$	Time, a constant; pressure, a constant; expansion, a constant.
Hibernia	1 August to 31 Dec. 1848	27	6 40	4 18	5 16	11·5	15	11	$\frac{1}{2}$ to $\frac{3}{5}$	624$\frac{1}{3}$	23	2$\frac{3}{2}\frac{4}{7}$	0	Unable to accomplish the conditions imposed as to time, except under very favourable circumstances.
	1 January to 30 June 1849	35	6 38	4 13	5 0	12·2	14	14	$\frac{1}{2}$ to $\frac{3}{5}$	571	16	16$\frac{3}{5}$	0	
	1 July to 31 Dec. 1849	123	7 10	4 13	4 55	12·4	15	12	$\frac{1}{2}$ to $\frac{7}{10}$	1,907$\frac{1}{2}$	15	5$\frac{1}{12}$	0	
	1 Jan. to 31 March 1850	29	6 22	4 30	5 10	12·1	15	15	$\frac{5}{8}$ to $\frac{3}{4}$	530	18	5$\frac{3}{2}\frac{3}{9}$	0	
Scotia	1 August to 31 Dec. 1848	60	6 45	3 28	3 59	15·8	19	10$\frac{3}{4}$	$\frac{1}{2}$ to $\frac{11}{18}$	1,030	17	3	1$\frac{1}{3}$	Time, a minimum; pressure, expansion, according to tide, wind an weather.
	1 January to 30 June 1849	59	6 38	3 24	4 9	15·1	19	10$\frac{3}{4}$	$\frac{4}{9}$ to $\frac{11}{18}$	932	15	15$\frac{5}{5}\frac{5}{9}$	0	
	1 July to 31 Dec. 1849	106	6 19	3 56	4 38	13·3	15$\frac{1}{2}$	5$\frac{1}{2}$	$\frac{4}{9}$ to $\frac{11}{18}$	1,413	13	4$\frac{12}{106}$	0	Time, a constant; pressure, expansion, according to tide, wind and weather.
	1 Jan. to 31 March 1850	35	6 42	4 0	4 29	14·06	10$\frac{3}{4}$	10$\frac{3}{4}$	$\frac{4}{9}$ to $\frac{11}{18}$	472	13	9	2$\frac{6}{7}$	Time, a constant; pressure, a constant; expansion, according to tide, wind and weather.

Correct from Return, &c.

(signed) *William Storey.*

Table of the Performance of the Steam Boats, under Regulated Conditions of Time, Pressure, and Expansion, for the undermentioned Periods.

NAMES of BOATS.	DATE.	Number of Trips of 63 Statute Miles, or 54·6 Nautical.	Time of Passage. Longest.	Time of Passage. Shortest.	Time of Passage. Average.	Average Rate of Speed, Statute Miles.	Actual Weight on Safety Valve.	Average Pressure Worked at.	Proportion of Steam in Cylinder.	Coal Consumed, including getting up Steam, and while lying at Holyhead, at per trip of 63 Miles.	Orders under which each Vessel was directed to use the Elements of Time, Pressure, and Expansion.	REMARKS.
			H. M.	H. M.	H. M.					*Tons. Cwts. Lbs.*		
Anglia - -	1 April to 30 June 1850	81	4 58	3 54	4 25	14·31	17·4	11	- $\frac{3}{5}$ $\frac{1}{2}$ -	10 6 47	Time, a minimum; pressure and expansion variable, according to tide, wind and weather.	7 times to save trains.
	1 July to 30 Sept. 1850	77	5 59	4 15	4 31	13·95	17·4	10 $\frac{1}{2}$	- $\frac{1}{2}$ $\frac{4}{9}$ $\frac{3}{5}$ -	11 10 100	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	Used 17$\frac{3}{4}$ lbs in company with Banshee, 28 August.
	1 Oct. to 31 Dec. 1850	94	7 20	4 17	4 44	13·33	17 4	10 $\frac{1}{2}$	- $\frac{1}{2}$ $\frac{4}{9}$ $\frac{3}{5}$ -	12 12 37	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	
Cambria - -	1 April to 30 June 1850	74	4 42	4 2	4 21	14·48	12·0	10 $\frac{1}{4}$	- $\frac{1}{3}$ $\frac{1}{2}$ full -	10 10 89	Time, a minimum; pressure and expansion variable, according to tide, wind and weather,	
	1 July to 30 Sept. 1850	27	4 56	4 20	4 40	13·50	12·0	11	- $\frac{1}{3}$ -	10 4 49	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	
	1 Oct. to 31 Dec. 1850	38	6 28	4 16	4 34	13·79	12 0	10 $\frac{1}{4}$	- $\frac{1}{2}$ $\frac{2}{3}$ -	13 7 111	Time, a constant; pressure and expansion variable, according to wind, tide and weather.	
Hibernia - -	Not running.	—										
Scotia - - -	1 April to 30 June 1850	1	4 31	4 31	4 31	13·95	10 $\frac{3}{4}$	10 $\frac{3}{4}$	- $\frac{5}{9}$ -	12 0 0	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	Used 15 lbs. in company with Banshee, 24 May.
	1 July to 30 Sept. 1850	58	5 0	3 39	4 39	13·54	10 $\frac{3}{4}$	9 $\frac{1}{2}$	$\frac{11}{16}$ $\frac{4}{9}$ $\frac{5}{9}$ full	12 12 45	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	15$\frac{1}{2}$ lbs. - ditto, 13 August.
	1 Oct. to 31 Dec. 1850	22	5 10	4 16	4 38	13·59	16·6	10 $\frac{1}{4}$	- $\frac{4}{9}$ $\frac{5}{8}$ $\frac{11}{16}$ ·	15 15 50	Time, a constant; pressure and expansion variable, according to tide, wind and weather.	

Correct from Returns, &c.

(signed) *William Storey.*

A RETURN of the Speed and Consumption of Fuel, &c., of the Steam Boats, under Regulated Conditions of Time, Pressure, and Expansion, for the undermentioned Periods.

NAMES of BOATS.	DATE.	Number of Trips of 63 Statute Miles, or 54·6 Nautical.	Time of Passage. Longest.	Shortest.	Average.	Average Rate of Speed, Statute Miles.	Actual Weight on Valves.	Average Pressure Worked at.	Proportion of Steam in Cylinder.	Coals Consumed, including getting up Steam, and while lying at Holyhead.	Order under which each Vessel was directed to use the Elements of Time, Pressure, and Expansion.	REMARKS.
			H. M.	H. M.	H. M.					*Tons. Cwts. Lbs.*		
Anglia	1 Jan. to 31 March 1851	35	7 8	4 15	4 46	13·2	12·2	10·0	- $\frac{1}{3}$ and full -	11 11 68	Time, a constant; pressure and expansion variable, according to wind and weather.	15 lbs. used to save train, owing to late arrival of train on two occasions.
	1 April to 30 June 1851	67	5 0	4 16	4 30	14·	12·2	10·0	- $\frac{2}{5}$ $\frac{1}{2}$ $\frac{4}{9}$ -	10 15 39		
	1 July to 30 Sept. 1851	81	5 48	4 10	4 27	14·2	15·3	12·0	- $\frac{3}{5}$ $\frac{1}{2}$ -	11 13 49		
	1 October to 31 Dec. 1851	35	5 20	4 16	4 29	14·5	13·	10·8	- $\frac{3}{5}$ $\frac{1}{2}$ -	10 19 0		
	1 Jan. to 31 March 1852	75	10 24	4 17	4 32	13·91	12·	10·4	- $\frac{3}{5}$ $\frac{1}{2}$ -	11 13 61		
	1 April to 30 June 1852	52	4 43	4 6	4 25	14·31	15·	10·12	- - $\frac{3}{5}$ - -	11 4 85		
Cambria	1 Jan. to 31 March 1851	87	5 24	4 18	4 43	13·40	12·	10·0	- $\frac{2}{3}$ and full -	12 6 104	Time, a constant; pressure and expansion variable, according to wind and weather.	
	1 April to 30 June 1851	77	5 10	4 16	4 31	13·99	12·	10·4	- $\frac{1}{2}$ $\frac{2}{3}$ -	11 12 46		
	1 July to 30 Sept. 1851	12	4 40	4 17	4 28	14·6	12·	10·4	- - $\frac{1}{2}$ - -	10 15 0		
	1 October to 31 Dec. 1851	54	6 31	4 22	4 45	13·26	12·	10·4	- $\frac{1}{2}$ $\frac{2}{3}$ -	12 10 64		
	1 Jan. to 31 March 1852	- Nil.										
	1 April to 30 June 1852	67	5 47	4 15	4 29	14·5	12·	10·0	$\frac{1}{2}$ $\frac{2}{3}$ $\frac{3}{3}$ and full	12 4 2		
Hibernia	1 Jan. to 31 March 1851	- Nil.										
	1 April to 30 June 1851	2	4 35	4 20	4 27	14·2	14·	10·0	- - $\frac{5}{8}$ - -	12 0 0	Time, a constant; pressure and expansion variable, according to wind and weather.	
	1 July to 30 Sept. 1851	2	5 54	5 20	5 37	11·2	14·	9·4	- - $\frac{1}{2}$ - -	14 10 0		
	1 October to 31 Dec. 1851	50	5 40	4 20	4 53	12·9	13·	9·12	- $\frac{3}{5}$ $\frac{7}{8}$ $\frac{5}{9}$ $\frac{11}{18}$ -	14 4 37		
	1 Jan. to 31 March 1852	2	6 39	5 50	6 14	10·11	13·	9·4	- - $\frac{6}{8}$ - -	22 1 0		
	1 April to 30 June 1852	- Nil.										
Scotia	1 Jan. to 31 March 1851	34	8 55	4 40	4 38	13·3	16·6	10·0	- $\frac{4}{9}$ $\frac{5}{9}$ $\frac{11}{18}$ -	11 6 91	Time, a constant; pressure and expansion variable, according to wind and weather.	
	1 April to 30 June 1851	14	4 45	4 20	4 24	14·30	16·6	10·0	- $\frac{5}{9}$ $\frac{11}{18}$ -	10 2 96		
	1 July to 30 Sept. 1851	65	6 15	4 3	4 29	14·5	16·6	10·0	- $\frac{5}{9}$ $\frac{4}{18}$ $\frac{11}{18}$ -	11 0 45		
	1 October to 31 Dec. 1851	23	5 18	4 19	4 45	13·26	13·	9·12	- $\frac{5}{8}$ $\frac{1}{2}$ $\frac{3}{8}$ $\frac{7}{8}$ -	15 0 2		
	1 Jan. to 31 March 1852	81	6 40	4 15	4 47	13·18	12·	9·0	- $\frac{4}{9}$ $\frac{5}{9}$ $\frac{11}{18}$ none -	13 5 76		
	1 April to 30 June 1852	41	5 13	4 15	4 31	13·99	12·	10·0	- $\frac{5}{9}$ $\frac{11}{18}$ -	12 16 42		

Correct from Returns, &c.

(signed) *William Storey.*

A RETURN of the Speed and Consumption of Fuel, &c. of the Steam Boats, under Regulated Conditions of Time, Pressure, and Expansion, for the undermentioned Periods.

NAMES of BOATS.	DATE.	Number of Trips of 63 Miles, or 54·6 Nautical.	TIME OF PASSAGE. Longest.	Shortest.	Average.	Average Rate of Speed, Statute Miles.	Actual Weight on Valves.	Average Pressure worked at.	Proportion of Steam in Cylinder.	Coal consumed, including getting up Steam, and while lying at Holyhead.	Order under which Vessel was directed to use the Elements of Time, Pressure, and Expansion.	REMARKS.
			H. M.	H. M.	H. M.					*Tons. cwt. lbs.*		
Anglia	1 July to 30 Sept. 1852	69	5 19	4 0	4 24	14·04	15	10 ½	⅔ ⅘ ½	12 4 96	Time, a constant; pressure and expansion variable, according to the wind and weather.	
	1 Oct. to 31 Dec. 1852	77	8 25	4 0	4 35	13·74	15	10 ¼	⅗ ⅘ ½	12 12 32		
Cambria	1 July to 30 Sept. 1852	43	4 51	4 15	4 29	14·05	14	10 ¾	⅖ ⅓ ⅗	12 1 33		
	1 Oct. to 31 Dec. 1852	15	5 13	4 14	4 36	13·69	14	10 ¾	½ ⅖	15 0 59		
Scotia	1 July to 30 Sept. 1852	50	5 30	4 0	4 23	14·38	15	10 ¼	- full -	14 3 94		
	1 Oct. to 31 Dec. 1852	62	6 21	4 0	4 33	13·84	15	10 ¼	11/18 ⅘ ⅘	13 9 105		
Hibernia	1 July to 30 Sept. 1852	3	7 10	6 33	6 54	9·71	10	5 ¾	½	12 10 0		
	1 Oct. to 31 Dec. 1852	74	9 32	6 0	7 0	9·14	10	6 ½	½	12 6 1		

Correct from Returns, &c.

(signed) *William Storey.*

A RETURN of the Speed and Consumption of Fuel, &c. of the Steam Boats, under Regulated Conditions of Time, Pressure, and Expansion, for the undermentioned Periods.

NAMES of BOATS.	DATE.	Number of Trips of 63 Miles, or 54·6 Nautical.	TIME OF PASSAGE. Longest.	Shortest.	Average.	Average Rate of Speed, Statute Miles.	Actual Weight on Valves.	Average Pressure worked at.	Proportion of Steam in Cylinder.	Coal consumed, including getting up Steam, and while lying at Holyhead.	Order under which Vessel was directed to use the Elements of Time, Pressure, and Expansion.	REMARKS.
			H. M.	H. M.	H. M.					*Tons. cwt. lbs.*		
Anglia	1 Jan. to 31 March 1853	2	4 57	4 30	4 43	13·38	15	10 ½	⅗	13 14 0	Time, a constant; pressure and expansion variable, according to wind and weather.	
Cambria	1 Jan. to 31 March 1853	79	5 6	4 3	4 24	14·4	14	10	⅖ ½	13 15 9		
Scotia	1 Jan. to 31 March 1853	71	6 4	4 0	4 26	14·2	15	10 ½	⅘ ⅘ 11/18 none	13 14 67		
Hibernia	1 Jan. to 31 March 1853	76	17 20	6 0	7 2	9·14	10	7 ½	⅖ ½	12 3 105		

Correct from Returns, &c.

(signed) *William Storey.*

CHESTER AND HOLYHEAD RAILWAY.

RETURN of the Draught of Water, Horse Power, Tonnage, &c., of the Steam Boats Anglia, Cambria, Scotia, and Hibernia, between the 1st of August 1848 and 31st March 1853.

A RETURN of the Draught of Water, Horse Power, Tonnage, &c. of the Steam Boats, between the 1st August 1848 and the 31st December 1850.

NAMES of BOATS.	Draught of Water. Forward.	Draught of Water. Aft.	HORSE POWER.	REGISTERED TONNAGE. Vessel.	Engine Room.	Total.	Actual Displacement at the Mean Draught stated.	REMARKS.
	Ft. In.	*Ft. In.*						
Anglia - -	8 6	8 7	350	254 $\frac{4}{10}$	219	473 $\frac{4}{10}$	615	
Cambria - -	9 4	9 3	350	327	208	535	750	
Scotia - -	8 4	8 6	400	262 $\frac{3}{10}$	217	479 $\frac{3}{10}$	618	
Hibernia - -	9 2	9 4	370	369 $\frac{75}{100}$	204	573 $\frac{75}{100}$	725	

Correct from Returns, &c. (signed) *William Storey.*

A RETURN of the Draught of Water, Horse Power, Tonnage, &c. of the Steam Boats, between the 1st January 1851 and 30th June 1852.

NAMES of BOATS.	Draught of Water. Forward.	Draught of Water. Aft.	HORSE POWER.	REGISTERED TONNAGE. Vessel.	Engine Room.	Total.	Actual Displacement at the Mean Draught stated.	REMARKS.
	Ft. In.	*Ft. In.*						
Anglia - -	8 6	8 7	350	254 $\frac{4}{10}$	219	473 $\frac{4}{10}$	615	
Cambria - -	9 4	9 4	350	327	208	535	753 $\frac{1}{3}$	
Scotia - -	8 4	8 6	400	262 $\frac{3}{10}$	217	479 $\frac{3}{10}$	618	
Hiber nia -	9 2	9 4	370	369 $\frac{75}{100}$	204	573 $\frac{75}{100}$	725	

Correct from Returns, &c. (signed) *William Storey.*

A RETURN of the Draught of Water, Horse Power, Tonnage, &c. of the Steam Boats, between the 1st July and 31st December 1852.

NAMES of BOATS.	Draught of Water. Forward.	Draught of Water. Aft.	HORSE POWER.	REGISTERED TONNAGE. Vessel.	Engine Room.	Total.	Actual Displacement at the Mean Draught stated.	REMARKS.
	Ft. In.	*Ft. In.*						
Anglia - -	8 7	9 0	350	254 $\frac{4}{10}$	219	473 $\frac{4}{10}$	675	
Cambria - -	9 4	9 6	350	327	208	535	780	
Scotia - -	8 4	8 6	400	262 $\frac{3}{10}$	217	479 $\frac{3}{10}$	618	
Hibernia - -	- -	- -	370	369 $\frac{75}{100}$	204	573 $\frac{75}{100}$	- - -	- - Variable according to cargo.

Correct from Returns, &c. (signed) *William Storey.*

A RETURN of the Draught of Water, Horse Power, Tonnage, &c. of the Steam Boats, between the 1st January and 31st March 1853.

NAMES of BOATS.	Draught of Water.		HORSE POWER.	REGISTERED TONNAGE.			Actual Displacement at the Mean Draught stated.	REMARKS.
	Forward.	Aft.		Vessel.	Engine Room.	Total.		
	Ft. In.	*Ft. In.*						
Anglia - -	8 7	9 0	350	$254\frac{4}{10}$	219	$473\frac{4}{10}$	645	
Cambria - -	9 4	9 6	350	327	208	535	760	
Scotia - -	8 6	8 10	400	$262\frac{3}{10}$	217	$479\frac{3}{10}$	645	
Hibernia - -	9 2	9 4	370	$369\frac{75}{100}$	204	$573\frac{75}{100}$	725	- - Variable according to cargo.

Correct from Returns, &c. (signed) *William Storey.*

Appendix, No. 2.

Copy of a LETTER from *C. P. Roney*, Esq., to *H. A. Herbert*, Esq., M.P., Chairman.

Sir, New York, 16 June 1853.

In accordance with your desire as Chairman of the Committee of the House of Commons on the Communications between England and Ireland, I beg to hand you herewith four Tables, exhibiting the course of post between some of the principal cities of England and Cork, if the scheme of special express trains and boats between London and Kingstown proposed by me in my evidence before the Committee on the 1st instant were carried into effect. Appendix, No.

I have selected Cork as the furthest town in Ireland to which railway communication from Dublin extends. Towns nearer the metropolis, such as Belfast, Newry, Limerick, Carlow, Clonmel, Kilkenny, Athlone, Ballinasloe, and Galway, would necessarily receive their letters by the down day-mails, at an earlier hour than Cork, and would consequently have longer time for reply.

In stating the hours of despatch and arrival of letters at the English stations, I have (with the exception of Birmingham, between which and Stafford new branch trains should be established), taken the existing ordinary trains to and from the junctions on the main line between London and Holyhead; but if, without involving the Post-office in serious expense, a more favourable arrangement of these trains could be made, savings of time, in some instances equal to a day's post, could be accomplished.

The departure of the night-mails from Dublin, under the proposed scheme, should take place at 8.30 p. m. instead of 7.15 p. m., as at present; and the arrangement of the Irish day-mails should be completely modified, that is, the down-trains should leave Dublin, say at 8 a. m., and the up-trains should be so timed as to reach Dublin at 5.45 p. m.

I am, &c.

H. A. Herbert, Esq. M. P.
London.

(signed) *C. P. Roney.*

COURSE of Post of a Letter from *London* and other Places in *England* to *Cork* by the proposed 8.30 a.m. Special Express Train and Boat from *London* to *Kingstown*.

FORWARD LETTER.							REPLY.							
Post until	At	Despatch.	Reach Kingstown.	Leave Dublin.	Reach Cork.	Delivery.	Leave Cork.	Reach Dublin.	Leave Kingstown.	Leave Holyhead.	Arrival	At	Delivery.	Number of Hours.
6.30 a.m.	London -	8.30 a.m.	6.50 p.m.	8.30 p.m.	3.0 a.m.	8.0 a.m.	11.15 a.m.	5.45 p.m.	7.30 p.m.	12.5 a.m.	London -	7.0 a.m.	10.0 a.m.	51 ½
10.0 a.m.	Birmingham -	10.45 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Birmingham -	5.0 a.m.	8.0 a.m.	46
5.0 a.m.	Bristol - -	6.0 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Bristol - -	12.0 noon	2.0 p.m.	57
9.0 a.m.	Manchester -	10.0 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Manchester -	9.0 a.m.	11.0 a.m.	50
7.30 a.m.	Huddersfield	8.30 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Huddersfield	10.15 a.m.	12.0 noon	52 ½
6.30 a.m.	Leeds - -	7.30 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Leeds - -	11.0 a.m.	1.0 p.m.	54 ½
5.30 a.m.	Sheffield -	6.30 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Sheffield -	11.0 a.m.	1.0 p.m.	55 ½
9.0 a.m.	Liverpool -	10.0 a.m.	,,	,,	,,	,,	,,	,,	,,	,,	Liverpool -	4.30 a.m.	8.0 a.m.	47

COURSE of Post of a Letter from *London* and other Places in *England* to *Cork* by the proposed 7.45 p.m. Special Express Train and Boat from *London* to *Kingstown*.

FORWARD LETTER.							REPLY.							
Post until	At	Despatch.	Reach Kingstown.	Leave Dublin.	Reach Cork.	Delivery.	Leave Cork.	Reach Dublin.	Leave Kingstown.	Leave Holyhead.	Arrival	At	Delivery.	Number of Hours.
6.0 p.m.	London -	7.45 p.m.	6.5 a.m.	8.0 a.m.	2.0 p.m.	3.30 p.m.	9.45 p.m.	4.30 a.m.	8.0 a.m.	12.35 p.m.	London -	7.30 p.m.	8.0 a.m	62
9.0 p.m.	Birmingham -	10.0 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Birmingham -	5.30 p.m.	7.0 p.m.	46
3.30 p.m.	Bristol - -	4.30 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Bristol - -	11.30 p.m.	8.0 p.m.	64 ½
8.0 p.m.	Manchester -	9.15 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Manchester -	5.0 p.m.	6.30 p m.	46 ½
6.0 p.m.	Huddersfield	7.0 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Huddersfield	6 15 p.m.	7.30 p.m.	49 ½
5.30 p.m.	Leeds - -	6.15 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Leeds - -	7.0 p.m.	8.0 a.m.	62 ½
5.0 p.m.	Sheffield -	6.0 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Sheffield -	8.30 p.m.	8.0 a.m.	63
7.30 p.m.	Liverpool -	8.45 p.m.	,,	,,	,,	,,	,,	,,	,,	,,	Liverpool -	4.0 p.m.	5.30 p.m.	46

COURSE of Post of a Letter from *Cork* to *London* and other Places in *England* by the proposed 8.0 a.m. Special Express Boat and Train from *Kingstown* to *London*.

FORWARD LETTER.							REPLY.						
Post until	Despatch.	Reach Dublin.	Leave Kingstown.	Leave Holyhead.	Arrival	At	Despatch from	At	Reach Kingstown.	Leave Dublin.	Arrive at Cork.	Delivery.	Number of Hours.
9.0 p.m.	9.45 p.m.	4.30 a.m.	8.0 a.m.	12.35 p.m.	London - -	7.30 p.m.	London - -	7.45 p.m.	6.5 a.m.	8.0 a.m.	2.0 p.m.	3.30 p.m.	66 ½
,,	,,	,,	,,	,,	Birmingham -	5.30 p.m.	Birmingham -	9.0 p.m.	,,	,,	,,	,,	42 ½
,,	,,	,,	,,	,,	Bristol - -	11.30 p.m.	Bristol - -	3.30 p.m.	,,	,,	,,	,,	66 ½
,,	,,	,,	,,	,,	Manchester - -	5.0 p.m.	Manchester - -	9.15 p.m.	,,	,,	,,	,,	42 ½
,,	,,	,,	,,	,,	Huddersfield -	6.15 p.m.	Huddersfield -	8.30 a.m.	6.50 p.m.	8.30 p.m.	3.0 a.m.	8.0 a.m.	59
,,	,,	,,	,,	,,	Leeds - - -	7.0 p.m.	Leeds - - -	5.30 p.m.	6.5 a.m.	8.0 a.m.	2.0 p.m.	3.30 p.m.	66 ½
,,	,,	,,	,,	,,	Sheffield - -	8.30 p.m.	Sheffield - -	6.0 p.m.	,,	,,	,,	,,	,,
,,	,,	,,	,,	,,	Liverpool - -	4.0 p.m.	Liverpool - -	8.45 p.m.	,,	,,	,,	,,	42 ½

COURSE of Post of a Letter from *Cork* to *London* and other Places in *England* by the proposed 7.30 p.m. Special Express Boat and Train from *Kingstown* to *London*.

FORWARD LETTER.							REPLY.						
Post until	Despatch.	Reach Dublin.	Leave Kingstown.	Leave Holyhead.	Arrival	At	Despatch from	At	Reach Kingstown.	Leave Dublin.	Arrive at Cork.	Delivery.	Number of Hours.
10.30 a.m.	11.15 a.m.	5.45 p.m.	7.30 p.m.	12.5 a.m.	London - -	7.0 a.m.	London - -	7.45 p.m.	6.5 a.m.	8.0 a.m.	2 0 p.m.	3.30 p.m.	53
,,	,,	,,	,,	,,	Birmingham -	5.0 a.m.	Birmingham -	10.45 a.m.	6.50 p.m.	8.30 p.m.	3.0 a.m.	8.0 a.m.	46 ½
,,	,,	,,	,,	,,	Bristol - -	12.0 noon	Bristol - -	4.30 p.m.	6.5 a.m.	8.0 a.m.	2.0 p.m.	3.30 p.m.	53
,,	,,	,,	,,	,,	Manchester - -	9.0 a.m.	Manchester - -	9.15 p.m.	,,	,,	,,	,,	,,
,,	,,	,,	,,	,,	Huddersfield -	10.15 a.m.	Huddersfield -	7.0 p.m.	,,	,,	,,	,,	,,
,,	,,	,,	,,	,,	Leeds - - -	11.0 a.m.	Leeds - - -	6.15 p.m.	,,	,,	,,	,,	,,
,,	,,	,,	,,	,,	Sheffield - -	11.0 a.m.	Sheffield - -	6.0 p.m.	,,	,,	,,	,,	,,
,,	,,	,,	,,	,,	Liverpool - -	4.30 a.m.	Liverpool - -	10.0 a.m.	6.50 p.m.	8.30 p.m.	3.0 a.m.	8.0 a.m.	46 ½

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America. Employment of vessels of more than 300 feet in length on the Hudson, which are there found to be perfectly manageable, *Lang* 1248–1255.

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2. *Particulars as to the Company's Steam Vessels.*
3. *Remarks as to the Disagreement between the Railway Company and the City of Dublin Steam Packet Company.*

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The postal service between London and Dublin would be more efficient if the sea part and the land part were in the hands of the railway company under certain Government restrictions, *Huish* 81, 82; *Binger* 911-913——Opinion that both the land and sea service should be in the hands of one company, and that a subsidy of 70,000 *l.* should be paid by Government for the performance of the postal service, *Roney* 153-173——Witness would prefer the scheme of the London and North Western and Chester and Holyhead Companies having an extension of their power to raise the money necessary to carry out the proposed arrangement, to any other scheme that could be devised, *ib.* 175-177——The London and North Western and the Chester and Holyhead Companies would be disposed to provide superior boats, and perform the service on the understanding that there would be an adequate subsidy, *Moorsom* 431-438; *Binger* 881-886. 922, 923.

2. *Particulars as to the Company's Steam Vessels:*

The boats of the Chester and Holyhead Company are superior to those of the City of Dublin Company, but the best are very inferior to what they ought to be, *Huish* 81-87——Speed and working expenses of the Chester and Holyhead Company's boats; the two fastest boats are the "Scotia" and "Anglia," which have performed the passage under three and a half hours, *Moorsom* 351-359——The company keep three boats for two despatches across the channel six days in the week; the City of Dublin Company having only the same number of boats, and taking four despatches, is hardly safe to the public, *ib.* 448-450——Number and tonnage of the Holyhead and Chester Company's vessels; accommodation for passengers; the four boats are fully employed on the passage, *Hirste* 462-480——Return of the speed and consumption of fuel of the company's boats under regulated condition of time, pressure, and expansion, *ib.* 465——The four boats of the Chester and Holyhead Company are employed on the station in turns; regulations as to cleaning and ventilation; only two full crews are employed for the four boats, *ib.* 485-508.

3. *Remarks as to the Disagreement between the Railway Company and the City of Dublin Steam Packet Company:*

Disagreement between the City of Dublin Company and the Chester and Holyhead Company, who are not working amicably together, *Huish* 79; *Watson* 777, 778——Evidence as to the disagreement at present existing between the Chester and Holyhead Company and the City of Dublin Company, from the breach of contract by the latter company with respect to the goods traffic, *Binger* 895-910——Refutation of Mr. Binger's evidence relative to the dispute existing between the Railway Company and the City of Dublin Steam Packet Company, as regards the passenger traffic on the Kingstown line, *Watson* 1590-1601.

See also *Day Boat. Double Mail Service. Holyhead. Passenger Accommodation*, 2. *Passenger Traffic. Sea Passage. Steam Packets. Subsidy. Working Expenses.*

Report, 1852-53—*continued.*

CITY OF DUBLIN STEAM PACKET COMPANY:

1. *Particulars as to the Contract taken by this Company for performing the Mail Service between Holyhead and Kingstown.*
2. *Manner in which the Contract is worked by the Company; Number of Boats employed.*
3. *Evidence relative to the Proposal of the Company for improving the Service.*

1. *Particulars as to the Contract taken by this Company for performing the Mail Service between Holyhead and Kingstown:*

Circumstances under which a contract was entered into with the City of Dublin Company to perform the service between England and Ireland, *Rep.* iv, v.——Arrangements generally between the Government and the City of Dublin Company; time of mail and express trains and boats between London and Dublin, *Huish* 10; *Watson* 552——The contract is for ten years, three of which have expired, *Watson* 552, 553——The City of Dublin Company would be unwilling to give up their present contract, supposing Government contemplated any other arrangement, *ib.* 666-672——Circumstances under which a communication was sent to Sir Charles Trevelyan from the City of Dublin Company, stating that the payment received for the service was totally inadequate; still the company would not like to give up the contract, *ib.* 672-675——The City of Dublin Company have no right to claim an independent traffic between Holyhead and Kingstown; the Chester and Holyhead Company had first possession of the line, *Binger* 914-916.

2. *Manner in which the Contract is worked by the Company; Number of Boats employed:*

Explanation as to how the contract is worked by the City of Dublin Company; practically only two vessels are employed in the service, which are quite sufficient, *Watson* 566-576. 600-637——The City of Dublin Company are under a penalty to the Admiralty in the event of their contract being exceeded; this has never been enforced, 638-643——The company purchased two of their boats of the Admiralty; the offer was made to the parties tendering for the contract to purchase the boats to do the service, *ib.* 644-653. 1587-1589——Average speed of the company's vessels; the present boats of the company might be provided with better accommodation, and worked at a greater speed; by such improvements the passenger traffic might be increased, *ib.* 588-599. 670, 671. 783-787——Return of the names of the four mail packets of the City of Dublin Steam Packet Company; their tonnage, power of engines, draft of water, and berth accommodation for passengers; showing what further accommodation could be added to the present vessels, *ib.* 1557-1560——Taking the average of the passages of the company's boats, they are within the contract time of four hours, forty minutes; the time is frequently exceeded, owing to hard weather, but that is provided for by the contract, *ib.* 1566-1575——The fleet of the City of Dublin Company consists of twenty-five vessels; the company would willingly send some of their vessels to Holyhead for the conveyance of troops in a case of emergency, *ib.* 1634-1636——The vessels are not sufficient for the performance of the contract by the City of Dublin Company; there ought to be a fourth boat, *Skinner* 1662-1673.

3. *Evidence relative to the Proposal of the Company for improving the Service:*

Correspondence which has taken place between the City of Dublin Company and the Treasury with respect to improving the service between London and Dublin; proposals of the company for accelerating the mail service by the employment of superior vessels, *Watson*, 720-724——Consideration of the propositions of the City of Dublin Company by the Chamber of Commerce; they were perfectly satisfied with them, and were anxious for their being carried out, *ib.* 725, 726——The City of Dublin Company would have no difficulty in raising the necessary capital for building the vessels, and carrying out the arrangements proposed by them, *ib.* 727-737——Average speed of the vessels proposed to be constructed by the City of Dublin Company; consultations had with eminent builders who consider the scheme of the company practicable, *ib.* 745-756. 2093, 2094——The contract for the improved service should be for at least ten years; a revision founded upon equitable principles would be reasonable during the period, *ib.* 747-750——With the present boats, the City of Dublin Company could not shorten the time of performing the passage more than half an hour, *ib.* 1576-1581. 1609-1611——The company are prepared to undertake the proposed double service for an increased subsidy of 45,000 *l.*, *ib.* 2090-2092.

See also *Acceleration of Mails. Chester and Holyhead Railway Company*, 2. 3. *Contract Packets. Departure and Arrival of Mails. Fares. Fuel. Horse Power. Luggage of Passengers. Passenger Accommodation*, 1. *Passenger Traffic. Sea Passage. Steam Packets. Subsidy. Through Transit. Troops.*

Claxton.

Report, 1852-53—*continued.*

Claxton, Commander Christopher, R.N. (Analysis of his Evidence.)—Was one of the first promoters of the Atlantic steam vessels; was managing director of the Great Western Steam Shipping Company, 1498, 1499——Witness got the "Great Britain" off from Dundrum Bay, 1501——Opinion that a vessel such as has been described by Mr. Lang, could be navigated without difficulty across the Channel, 1503-1505——Witness has a strong inclination to believe that two rudders are desirable, 1503-1506——Remarks relative to the large steam vessel about to be constructed by Mr. Scott Russell; she is to be something under 700 feet long, and built of iron, to go to India, 1507-1510——The proposed large vessels would not meet with any difficulty in Kingstown Harbour, 1511-1515.

A vessel being built to go at the rate of twenty-five miles an hour would not make her unmanageable at half her speed; vessels are always manageable, even when moving at a knot, 1516-1521——Witness sees no reason why the speed of steamers is to be limited to twenty-five miles an hour, 1522, 1523——Great strength of iron vessels, as instanced by the "Great Britain;" she would have gone to pieces, had she not been of iron, 1524——Remarks as to the advantages of the paddle-wheel and the screw; the paddle-wheel is preferable for the Holyhead and Kingstown service, 1525-1529——The large ship now building for the Indian service is to be driven by both screw and paddles, 1533, 1534.

Codd, Francis. (Analysis of his Evidence.)—Merchant in Dublin, 2014——Honorary secretary of the Dublin Chamber of Commerce, 2015, 2016——There is a very general feeling of dissatisfaction in Dublin with respect to the present postal arrangements, 2017——Letter from witness on behalf of the Chamber of Commerce to Lord John Russell in January 1851; other complaints have also been made to the official authorities by the Chamber of Commerce, which comprises the principal merchants of Dublin, 2018-2023. 2027-2031. 2084, 2085——Reference to a meeting last autumn at the Chamber of Commerce for the purpose of improving the present postal arrangements; Mr. Roney's plan of a general morning and evening mail from London was fully approved, 2024, 2025. 2027. 2084.

A train to leave London at 8 A.M. would confer considerable advantages on Dublin and the rest of Ireland; it would bring a great number of letters from the provincial districts of England, which would be delivered throughout Ireland 24 hours earlier than at present, 2026, 2027. 2041-2043. 2047, 2048. 2072-2084——It is also proposed that a train from London at 8 P.M. should be substituted for the trains now leaving at 5 A.M. and 8. 45 P.M.; 2032——Advantages that would result from this train; the object is to ensure the arrival of the mail in Dublin sufficiently early to be sent off by the morning trains to the provinces, 2032-2040. 2048-2058. 2089——There should always be a special train at Kingstown waiting to convey the mail to Dublin, 2037-2039.

Objections of the Post-office, through Colonel Maberly, to the 8 P.M. train; in case this train can not be adopted the 8. 45 P.M. train, if accelerated, would probably be the next best thing; the people of Dublin are entitled to demand the former train, 2044-2046. 2050-2059. 2072. 2088——With respect to the despatch from Dublin to London it is proposed that one mail leave Kingstown at 8 A.M.; convenience of this arrangement, 2060-2066. 2086, 2087——Another mail should leave Kingstown at 7 P.M.; these two despatches from Kingstown are very desirable, 2067-2071. 2086, 2087——It would by a great advantage to have the sea passage performed in the daytime, 2073.

Collisions at Sea. There will be much greater danger of collision in crossing the Channel at a speed of 25 miles an hour, than at the present moderate speed, *Moorsom* 408. 413-418; *Hirste* 540-545——Witness does not anticipate frequent collisions and great danger from the employment of vessels of 400 feet in length at a speed of 25 miles an hour; the danger of collision would be certainly increased, *Lang* 1259-1263. 1276-1278——There is no reason to anticipate any difficulty or danger from collision from running the proposed large and powerful boats on the Holyhead station, *Smithett* 1394-1397; 1444-1455; *Claxton* 1503-1505.

Colonial Letters. The American and Australian correspondence with Ireland is very great; the revenue derived from that correspondence is placed to the account of the London Post-office, *Cornwall* 1102-1116.

Contract Packets. The arrangement now made is not an improvement on what existed previously to 1850, when the service was performed by the Government boats; the service has not been done so well under contract as by the Admiralty boats, but it has been much less expensive, *Rep.* iii; *Watson* 695-719——Opinion expressed by Lord Auckland in 1848, before the Select Committee on Army, Navy, and Ordnance Estimates, that the packet service might be more cheaply done by contractors, *Rep.* iv——Recommendation of the contract system by that Committee on the grounds of economy, *ib.*——This recommendation appears to have led to the adoption of a totally different principle as regards the communication with Ireland from that previously acted upon since the Union, and the matter was accordingly dealt with by the Government in 1850 as purely departmental, and with reference solely to the minimum cost at which the mails could be conveyed

Report, 1852-53—*continued.*

Contract Packets—continued.

across the Channel, *Rep.* iv.——Circumstances under which a contract was entered into with the City of Dublin Steam Packet Company to perform the service for the sum of 25,000 *l.* a year, *ib.* iv, v——The result of this change has been a considerable diminution of speed of the mail packets, and no stipulations were made with regard to the accommodation of passengers, *ib.* v.

See also *City of Dublin Steam Packet Company. Departure and Arrival of Mails. Government Packets. Irregularities. Sea Passage.*

Conveyance of Mails. Opinion of the Committee that the time at present occupied in the conveyance of the mails between London and Dublin is from 14 to 15 hours, whereas by the increased speed of the railway communication, and the employment of superior vessels, it might be reduced to about 11 hours, *Rep.* iii. v.

See also *Contract Packets. Government Packets. Horse Conveyance of Mails.*

Cork. Course of post of a letter from London and other places in England to Cork by the proposed 8. 30 A.M. special express train and boat from London to Kingstown, *App.* 182—— Course of post of a letter by the proposed 7. 45 P.M. special express train and boat from London to Kingstown, *ib.*——Course of post of a letter by the proposed 8 A.M. special express boat and train from Kingstown to London, *ib.* 183——Course of post of a letter by the proposed 7. 30 P.M. special express boat and train from Kingstown to London, *ib.*——*See* also *Day Mails.*

Cornwall, Gustavus Charles. (Analysis of his Evidence.)—Secretary to the Dublin Post-office, 1035——Such an alteration should be made in the existing postal arrangements as would insure the arrival of the mail in Dublin not later than half past six in the morning, so as to enable the mails to the interior of Ireland to be dispatched earlier than at present, 1036-1040. 1076-1083——No advantage or saving of time would result from the sorting of the letters on board the packets; it is not necessary to establish Post-office carriages on the railways in Ireland, 1041-1051——By increasing the staff at the Dublin Post-office, the mails might be dispatched earlier, 1052-1054——The Railway Company should start a train immediately on the arrival of the mail at Kingstown, without waiting for the ordinary train, 1055-1059——Irregular manner in which the mail service is performed between Holyhead and Kingstown; the boats seldom perform the passage in the contract time, 1060-1075. 1084-1089.

Sufficiency of the staff in the Dublin Post-office, 1090——Witness does not set any value upon a morning mail to Dublin; the delay of the dispatch of the mail from Dublin till nine o'clock, would be a great inconvenience to many of the extreme parts of Ireland, 1091-1098. 1117-1122——The mails in the north of Ireland could be considerably accelerated under present arrangements, 1099——It is the practice in Ireland in some instances, to send mails by horse conveyance, even where there are railways running to the same point, in consequence of the exorbitant demands made by the railway companies, 1100-1104——The American and Australian correspondence with Ireland is very great; the revenue derived from that correspondence is placed to the account of the London Post-office, 1105-1116——Objections to the dispatch of the mail from Dublin at six o'clock; the advantages would not compensate for the great inconvenience, 1123-1128.

[Second Examination.]—Denial that the night mail from London is the most important mail to Ireland, as containing the bulk of the correspondence; the heaviest mail from London to Ireland is the five o'clock day mail, and the heaviest that leaves Ireland for London is the evening mail, dispatched at 7 o'clock, 1138-1146——Any time that can be saved on the road, either by increased speed of the trains, or by employing faster packets, is desirable; extent to which the mails could be accelerated by these means, 1146, 1147.

Cost of Construction of Vessels. Witness estimates the total cost of the vessel proposed by him of four hundred feet in length, to perform twenty-five miles an hour, to be about 170,000 *l.*, ready to receive her passengers, *Lang* 1311-1317——Witness estimates the expense of building such a vessel as is proposed by Mr. Lang, at 175,000 *l.*, including the engines, *Lloyd* 1386——The cost of an iron vessel three hundred feet long, and eight hundred horse power, to run twenty miles an hour, would be from 80,000 *l.* to 90,000 *l.*, *Laird* 1709-1713——The expense of a vessel three hundred and twenty feet long, to go an average speed of twenty-one miles an hour, would be 70,300 *l.*, *Russell* 1982——One of four hundred feet long, to go from twenty four to twenty-five miles an hour, would cost about 160,000 *l.*, *ib.* 1947.——*See* also *Steam Packets.*

Course of Post. Copy of letter from Mr. C. Roney to the Chairman of the Committee, dated 16 June, 1853, relative to the course of post between some of the principal cities of England and Cork, and *vice versâ*, *App.* 181.——*See* also *Belfast. Cork.*

Cunard Packets. The speed of the Cunard steamers seldom or never exceeds twelve or thirteen knots an hour, *McCalmont* 1169-1171.——*See* also *Steam Vessels.*

Report, 1852-53—*continued.*

D.

Day Boat. Great advantage would result from there being a day communication from Holyhead; a day passage would be a great inducement to passengers, *Huish* 70-78; *Codd* 2073-—It is practicable to arrange the mail trains, so as to give the public the comfort of a day passage across the Channel, even in the winter, *Roney* 191, 192——The boats of the Chester and Holyhead Company ply at a more favourable part of the day for passenger traffic than the boats of the City of Dublin Company can do under their postal arrangements, *Watson* 790, 791.

Day Mails. The primary object of witness's proposal for accelerating the mails, is to place Dublin in the same position as regards postal communication with Liverpool, Manchester, and other large towns in England; a system of morning boats from Kingstown, and a quick day express, would be very beneficial to Liverpool, Manchester, and other large towns, *Roney* 308-317——A train started at some intermediate time between five, the present time, and forty-five minutes past eight, might be so arranged as to carry out all the mails, and confer very great advantages on Belfast, Limerick, and Cork, *Ewart* 1024-1033——Return of the present working of the London Express and Liverpool and Dublin Day Mail, which leaves London at 9. 15 A. M.; no alteration is proposed therein, *Maberly* 1913——Present working of the Dublin, Liverpool and London day mail, which leaves Dublin at 7 P. M.; no alteration proposed therein, *ib.*

Deck Houses. Opinion that steam vessels with deck houses are perfectly safe, if properly handled, *Moorsom* 409——Construction of deck houses on board the Chester and Holyhead Company's vessels; this adds considerably to the convenience of the passengers, *Hirste* 469-471. 481-484.——*See* also *Passenger Accommodation*, 3.

Delay. Complaints of the slow speed on railways, insufficient steamers between Holyhead and Kingstown, and great delay in the Dublin Post-office, *Ewart* 953-958.

Delivery of Letters. With respect to the letters arriving in London from Ireland at 7.45 in the evening, they could not be delivered the same night, but there might be a special delivery in the morning, *Roney* 307——It would be very important if the present mail at 7.30 P. M. from Kingstown, could leave at seven, and be so accelerated that the letters might be sent out in London with the early delivery; difficulties in the way of this plan, *Maberly* 1881-1907——One cause of complaint in Dublin is, that the letters which leave Kingstown at 7.30 P. M., do not arrive in London till too late on the following afternoon to allow of business transactions on that day, *Codd* 2020-2023.

Departure and Arrival of Mails. Existing means of communication between London and Dublin, for mails and passengers, by the way of Holyhead; times of the departure from London, also from Kingstown, *Huish* 5-10——The mails both morning and evening should leave London at a much earlier period than at present; how far the Post-office would object to this arrangement, *ib.* 63-65——Witness differs in some respects from Captain Huish, with reference to the departures of the trains and boats; more time is required between London and Kingstown than is allowed by Captain Huish, *Roney* 193-202——Proposal that the Irish night mail should leave London at 7.45 instead of 8.45, as at present, *ib.* 290-296——There would be no difficulty with respect to the collection of letters, provided the Irish mail was despatched from London at 7.45, *ib.* 306——Witness proposes that the mails should leave Dublin in time to arrive at a quarter past seven in the morning; it would be an improvement if they could start from Dublin so as to arrive in London at an earlier hour, *ib.* 345, 346——Such an alteration should be made in the existing postal arrangements, as would assure the arrival of the mail in Dublin not later than half-past six in the morning, so as to enable the mails to the interior to be dispatched earlier than at present, *Cornwall* 1036-1040. 1076-1083——Frequency of the mails being landed at Holyhead before the hour appointed for the railway trains to leave the station, *Watson* 1606-1608——Record of the arrivals and departures of the contract mail vessels; average passages of the City of Dublin Company's packets for January, February, March, April, and May 1853; the vessels generally perform the passage within the contract time, *Skinner* 1639-1650.

See also *Embarkation and Landing of Mails.* *Irregularities.* *Night Mail.*

Difficulties of the Passage. In making the passage from England to Ireland, the greatest difficulty is round Holyhead from the Skerries to six or seven miles in, *Smithett* 1420-1425.

Double Mail Service. Proposed time table for the journey between London and Dublin by rail and sea, by the two daily communications recommended by witness, *Huish* 53-62——Total annual cost to the Chester and Holyhead Company of the present service between Kingstown and Holyhead; calculation as to the working expenses of their performing a double service, *Moorsom* 392-400——The postal arrangements should be carried on by two packets daily each way, *McCalmont* 2108.

See also *City of Dublin Steam Packet Company*, 3.

Report, 1852-53—*continued.*

Dover Packets. The cost of the service at Dover is about 3,000 *l.* a year each vessel, but the carriage of the passenger traffic nearly covers the expenses, *Smithett* 1464-1466——The average number of passengers at Dover is greater than on the Holyhead line, *ib.* 1467.

Dublin Chamber of Commerce. Reference to a meeting last autumn at the Dublin Chamber of Commerce for the purpose of improving the present postal arrangements; Mr. Roney's plan of a general morning and evening mail from London was fully approved, *Codd* 2024, 2025. 2027. 2084.——*See* also *Postal Arrangements.*

Dublin and Kingstown Railway. Inadequacy of the present Kingstown Station, in Dublin, for the convenience of passengers and their luggage; works in progress for extending the accommodation, *Binger* 853-855——The railway company should start a train immediately on the arrival of the mail at Kingstown, without waiting for the ordinary train, *Ewart* 1034; *Cornwall* 1055-1059; *Codd* 2037-2039.

Dublin Post Office. By increasing the stuff at the Dublin Post-office the mails might be despatched earlier, *Cornwall* 1052-1054——Sufficiency of the staff in the Dublin Post-office, *ib.* 1090.——*See* also *Delay.*

E.

Embarkation and Landing of Mails. The communication at Holyhead is very inconvenient from the station being so far from the pier, suggestion that the trains should run down to the pier, *Huish* 74; *Roney* 250-265; *Binger* 804-810. 851-880. 938-943; *Watson* 1631-1633——Great inconvenience of the present practice as to landing and embarking both at Holyhead and Kingstown; improvements suggested, *Binger* 803 *et seq.*——The objections to the engine going down to the pier at Holyhead emanate from the Board of Works; the company see no objection, *ib.* 844-850. 880.

See also *Departure and Arrival of Mails.*

Engines. Estimated cost of the engines for Mr. Lang's vessels to perform 25 miles an hour; they are to be oscillating engines, *Lang* 1343-1347——Witness constructs the engines for all vessels built by him; advantages of this system, *Russell* 2010, 2011.

See also *Horse Power.* *Working Expenses.*

Evening Mail. If the five P.M. train could be accelerated by about two hours, it might then leave London at 6.30 P.M., arriving in Dublin about six A.M., *Maberly* 1839-1848————Working of the five P.M. London and Dublin Express train, *ib.* 1910——A mail should leave Kingstown at seven P.M.; two despatches from that place are very desirable, *Codd* 2067-2071. 2086, 2087.

See also *Departure and Arrival of Mails.* *Night Mail.*

Ewart, William, Jun. (Analysis of his Evidence.)—Flax spinner, manufacturer and bleacher at Belfast, 948, 949——Chairman of a committee of the town council of Belfast for considering the question of communication between London and Belfast, 950, 951——Imperfect and unsatisfactory state of the postal arrangements between London and Belfast, 952 *et seq.*——Complaints of the slow speed on railways, insufficient steamers between Holyhead and Kingstown, and great delay in the Dublin Post-office, 953-958——Suggestions for the re-arrangement of the postal communications between London and Belfast, and *vice versâ*, 961-973——The effect of the suggested alterations in the postal arrangements between London and Belfast, on the internal postal arrangements of Ireland, would be to benefit every place and injure none, 974-978——The great object at Belfast is to get the morning departure from Dublin accelerated; the mails should arrive at Belfast by eleven o'clock, 979-985.

If the despatch between London and Dublin could be brought down in eleven hours, and the letters delivered by one o'clock at Belfast, it would be a great improvement on the present arrangement, 986-994——Witness does not anticipate any advantage from Mr. Roney's proposal that a mail should leave London at eight o'clock in the morning, so far as the London letters are concerned, 995-1000——The greatest benefit would result from the acceleration of the five o'clock and eight o'clock expresses, as that would bring Belfast and London in the course of post within two days, 1001-1011——Letters would not arrive in Belfast earlier from London if there were a direct communication; the Holyhead and Dublin route is to be preferred, 1012-1015——Captain Huish's proposed plan is scarcely practicable; if it could be carried out it would give Belfast all the required accommodation, 1016-1022.

Withdrawing the five o'clock despatch, and substituting the eight o'clock morning despatch, as proposed by Mr. Roney, would be most injurious to the interests of the provinces, 1023——A train started at some intermediate time between five, the present time, and forty-five minutes past eight, might be so arranged as to carry out all the mails, and confer very great advantages on Belfast, Limerick, and Cork, 1024-1033——An eight o'clock despatch from Dublin to London would be almost useless for postal purposes, 1034——Special trains should run between Kingstown and Dublin for the mails, 1034.

Expense

Report, 1852-53—*continued.*

Expense of Transit. Opinion of the Committee that the important results which would follow from the establishment of improved means of communication would fully justify an increased expenditure, *Rep.* vi——The present arrangement is susceptible of very great improvement, but the service cannot be improved without increased expenditure, *Huish* 14——During the time the Government performed the service between Kingstown and Holyhead, the expense was much greater than the amount now paid to the City of Dublin Company, *ib.* 66——Cost of the mail service between Kingstown and Holyhead, when performed by the Post-office packets, *Roney* 324; *Watson* 2095-2107——Estimates of the cost of working steam vessels of various dimensions on the Holyhead and Kingstown station; class of vessels that would be adapted to the service, assuming that it is desirable to have a superior class to that now employed, *Hirste* 509-518——Witness estimated the cost of the service on the Holyhead station, when in the hands of the Admiralty, at about 7,000 *l.* a year for each vessel, *Smithett* 1457-1463——Cost to the Government of the packets between Holyhead and Kingstown in the year 1849; and the receipts of the passenger traffic, *Moorsom* 1922.

See also *Acceleration of Mails. Contract Packets. Government Packets. Speed of Vessels.*

Express Trains. Desirability of having special express trains to carry the Irish mails and passengers twice a day, *Huish* 37-46. 49-52. 80. 102-105; *Roney* 126-129——According to witness's proposal, the Irish trains would run about forty miles an hour; this would be a safe speed; the company could not carry the Irish mails at forty miles an hour, including stoppages, unless they ran a special train, *Huish* 92-105——Witness would attach second-class carriages to the quick trains between London and Holyhead, but not third-class carriages, *Roney* 248, 249——Statement of the special train and steamboat which ran from London to Kingstown on 11 May 1853, *ib.* 346——The only means of remedying the existing irregularities would be by running special trains for the mail service, which would involve a great expense, *Binger* 1687-1689——The passenger requirements should be conducted by a special express sea train daily, except Sundays; two vessels would be sufficient for this purpose, one each way; they should be four hundred feet long, and should perform the passage in 2¾ hours, *M'Calmont* 2108.

See also *Acceleration of Mails. Morning Mail.*

F.

Fares. Amount of fares charged by the City of Dublin Company's packets, *Roney* 338-341; *Watson* 1603-1605——Witness would like to see the fares lowered, *Roney* 338-341——The scheme of the City of Dublin Company would not require an increase in the fare of passengers between London and Dublin, *Watson* 781, 782.

See also *Passenger Accommodation*, 1.

Freeth, Major-General James. (Analysis of his Evidence.)—Quartermaster-general, 2109——Evidence with respect to the conveyance of troops between England and Ireland; in cases of emergency, it would be very desirable to send them in regiments by the proposed large steamers between Holyhead and Kingstown, 2110-2144.

Fuel. Fuel is economised on board the City of Dublin Company's boats, but no instructions have been given to the engineers to save the coals, *Watson* 667-672——Supposed consumption of coal by a vessel of the dimensions proposed by witness, *Lang* 1205-1208——Estimated average consumption of fuel on the passage to maintain a speed of twenty-five miles an hour, *Penn* 1339-2342——South Wales coal is preferable for tubular boilers, *Smithett* 1426, 1427.

See also *Chester and Holyhead Railway Company*, 2.

G.

Goods Traffic. If large vessels were put on the Holyhead station the goods traffic would increase, *Moorsom* 403.—— *See* also *Chester and Holyhead Railway Company*, 3.

Government Packets. Remarks as to the packets established for the conveyance of mails and passengers; in 1846 there were four distinct services performed by a fleet of twenty packets in Her Majesty's service, between Milford and Waterford, Holyhead and Kingstown, Donaghadee and Port Patrick, and Liverpool and Kingstown, at a considerable annual expense, *Rep.* iv——Previous to the present contract being taken by the City of Dublin Company, the service was performed by the Government with their own establishment, through the Admiralty; the present arrangement was a very serious injury to the service, *Huish* 10-13——Cost of the Government mail steam packets in the communication with Ireland in the year 1841 to 1845 inclusive, *Moorsom* 439-441——Estimate of the cost to Government of the packet service at Holyhead for 1849; data on which that estimate is founded, *ib.* 442-444——Return of the different boats on the Holyhead station, from August 1848 to April 1850, with their performances, *Skinner* 1678-1684.

See also *City of Dublin Steam Packet Company*, 1. *Contract Packets. Expense of Transit.*

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Government, The. Observations of the Committee, that since the Union the establishment and maintenance of the best and speediest means of communication between the two countries have been regarded as a paramount duty of Government, *Rep.* iv——Importance and necessity of this question being considered and dealt with as a national question, rather than upon the mere pecuniary consideration of what could be done in the cheapest way, *Huish* 106.

H.

Harbours. Neither Holyhead Harbour nor Kingstown Harbour would be suitable for the proposed large boats, but the new harbour at Holyhead is progressing, and the required accommodation could soon be provided at Kingstown, *Roney* 152——There would be no difficulty in managing vessels of the large dimensions proposed in the harbour of Kingstown, and in the new harbour of Holyhead, *Lang* 1200, 1201——Necessity for the harbour of Holyhead and Kingstown being improved to accommodate the proposed large steam-vessels; suggestion for the foundation of a jetty or landing place, so that the vessels might go alongside without turning, *Smithett* 1398-1409.

See also *Holyhead Harbour. Howth Harbour. Kingstown Harbour. Sea Passage.*

Hirste, Captain Thomas. (Analysis of his Evidence.)—Superintendent of the Holyhead and Chester Company's packet service; is well acquainted with the Irish Channel, 456-461——Number and tonnage of the Holyhead and Chester Company's vessels; accommodation for passengers; the four boats are fully employed on the passage, 462-480——Speed and consumption of fuel of the Chester and Holyhead Company's steamboats, under regulated conditions of time, pressure and expansion, 465——Construction of deck houses on board the Chester and Holyhead Company's vessels; this adds considerably to the convenience of the passengers, 469-471. 481-484——The four boats of the Chester and Holyhead Company are employed on the station in turns; regulations as to cleaning and ventilation; only two full crews are employed for the four boats, 485-508.

Estimates of the cost of working steam vessels of various dimensions on the Holyhead and Kingstown station; class of vessels that would be adapted for the service, assuming that it is desirable to have a superior class to that now employed, 509-518——Accommodation for passengers in the proposed large boats for the station, 519-521——The present vessels are much more desirable, as far as safety and navigation are concerned, than a larger description of vessel, 522-545——The danger of collision would be increased by making the passage across the channel at a greater speed than at present, 540-545——Accommodation for second class passengers on board the boats of the Chester and Holyhead Company, 546-550.

Holyhead. Statement of the Committee, that by the opening of the Chester and Holyhead Railway in May 1848, and the subsequent completion of the tubular bridge across the Menai Straits, Holyhead became the point of embarkation for the greater portion of the Irish passengers and mails, *Rep.* iv——Holyhead is decidedly the best point of departure for Ireland, *Rendell* 1954.

See also *Departure and Arrival of Mails. Embarkation and Landing of Mails. Postal Arrangements.*

Holyhead Harbour. Observations of the Committee on the means taken for the improvement of Holyhead Harbour; opinion expressed by Sir Robert Peel that that port was the proper channel of communication with Ireland, *Rep.* iv——Opposition of the City of Dublin Company to the making of the harbour at Holyhead, *Binger* 917-921——The new harbour of Holyhead when completed would accommodate boats of any size, *Skinner* 1660, 1661; *Rendel* 1929, 1930. 1940-1942——Works now going on under the design and direction of witness at Holyhead Harbour, *Rendel* 1926, *et seq.*—— Proposed landing place for the larger class of steamers; there is every facility for connecting the same with the Chester and Holyhead Railway; the expense would not exceed 2,000 *l.*, *ib.* 1930-1938.——*See* also *Harbours.*

Horse Conveyance of Mails. It is the practice in Ireland, in some instances, to send mails by horse conveyance, even where there are railways running to the same point, in consequence of the exorbitant demands made by the railway companies, *Cornwall* 1100-1104.

Horse Power. How far the horse power of the engines of the City of Dublin Company's boats could be increased so as to accelerate their speed, *Watson* 1561-1565. 1580, 1581.

Howth Harbour. If there were a suitable harbour at Howth a saving of time might be effected in making that the port of arrival and departure instead of Kingstown, *Roney* 323——Howth harbour is at present quite filled up, *ib.* 328-330——Kingstown is on the whole preferable to Howth as the point of departure from Ireland; a suitable harbour at the latter place would involve an immense expenditure, *Rendel* 1964-1971.

Huish,

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Huish, Captain Mark. (Analysis of his Evidence.)—General manager of the London and North Western Railway, 1——The company are largely interested in the Chester and Holyhead Railway, 2, 3——Great attention bestowed by witness upon the subject of the communication between England and Ireland, 3, 4——Existing means of communication between London and Dublin for mails and passengers by way of Holyhead; times of the departures from London, also from Kingstown, 5–10——Arrangements generally between the Government and the City of Dublin Company; time of mail and express trains and boats between London and Dublin, 10——Previous to the present contract being taken by the City of Dublin Company, the service was performed by the Government with their own establishment, through the Admiralty; the present arrangement was a very serious injury to the service, 10–13——The present arrangement is susceptible of very great improvement, but the service cannot be improved without increased expenditure, 14.

One of the great objects to be attained is to have the despatches so regulated that they shall reach Dublin in time for the transit of the mails into the interior; way in which this might be accomplished, 15 *et seq.*——Proposal for the substitution of two efficient communications daily, 21–30——Great inconvenience of the present boats which cross the Channel; superior class of vessels required for the service, 31, 32——The present contract time for performing the passage between Kingstown and Holyhead is 4 hours and 40 minutes; the passage might be performed in 3¼ hours with the class of boats which ought to be employed, 33–36——Necessity for special trains being provided exclusively for the Irish traffic, which should stop at much fewer stations than the ordinary trains; such additional trains would be an increased expense to the railway company, 37–46. 80. 102–105.

There is little or no protection afforded against the weather in the boats which cross the Channel even for the higher classes, let alone for the lower orders, 47, 48. 88–90——Two trains daily, exclusively devoted to the Irish traffic, would be sufficient for the passenger traffic, 49–52——Proposed time table for the journey between London and Dublin by rail and sea, by the two daily communications recommended by witness, 53–62——Suggestion that the mails both morning and evening should leave London at a much earlier period than at present; how far the Post-office would object to this arrangement, 63–65——During the time the Government performed the service between Kingstown and Holyhead the expense was much greater than the amount now paid to the City of Dublin Company, 66——The present contract time of 4 hours and 40 minutes is a very long time for the mails to be passing between two such important countries, 67, 68.

The passenger traffic between England and Ireland has greatly increased since the facilities given by the issue of tourists' tickets, 69——Great advantage would result from there being a day communication from Holyhead, 70–78——The communication at Holyhead is very inconvenient from the station being so far from the pier; suggestion that the trains should run down to the pier, 74——Disagreement existing between the City of Dublin Company and the Chester and Holyhead Company, 79——The postal service between London and Dublin would be more efficient if the sea part and the land part were in the hands of the railway company under certain Government restrictions, 81, 82——The boats of the Chester and Holyhead Company are superior to the boats of the City of Dublin Company, but the best are very inferior to what they ought to be, 81–87.

With the present means of communication there would be no possibility of conveying over any large body of troops upon an emergency, 91——According to witness's proposal the Irish trains would run about forty miles an hour; this would be a safe speed; the company could not carry the Irish mails at forty miles an hour, including stoppages, unless they ran a special train, 92–105——Importance and necessity of this question being considered and dealt with as a national question, rather than upon the mere pecuniary consideration of what could be done in the cheapest way, 106.

Huish, Captain. The existing communications have been correctly stated by Captain Huish, *Roney* 108, 109.

I.

Improvement of the Communication. Opinion of the Committee that it is highly advisable that steps should be taken with as little delay as possible to carry out as many important improvements as are practicable, *Rep.* iii. v, vi——Both the land and water arrangements are susceptible of very great improvements, *Roney* 124, 125.

See also *Acceleration of Mails.* *City of Dublin Steam Packet Company*, 3. *Postal Arrangements.* *Saving of Time.* *Subsidy.*

Irish Railways. The mail trains on the Irish railways might be accelerated, *Roney* 343, 344.

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Iron Vessels. Opinion that iron vessels are not safe if they get on shore; wooden vessels would not break up so soon, *Lang* 1193, 1194——Wooden vessels possess little or no advantage over iron vessels; the high amount of speed can be as easily attained by vessels built of iron as by vessels built of wood, *Lloyd* 1375-1378——Supposing there were a graving dock at Holyhead, there would be no great importance to be attached to the superiority of copper-bottomed vessels over iron vessels, *ib.* 1383——Opinion in favour of iron vessels in preference to wooden vessels, *Lloyd* 1387-1392; *Russell* 1983-1987——Great strength of iron vessels as instanced by the "Great Britain;" she would have gone to pieces had she not been of iron, *Claxton* 1524——Diagonal-built wooden vessels are not so strong as iron vessels, *Laird* 1714-1718. 1724. 1727-1729.

See also *Cost of Construction of Vessels.* *Water-tight Bulkheads.* *Wooden Vessels.*

Irregularities. Return of the late departures of the mail trains from Holyhead in the year 1852, in consequence of their waiting for the arrival of the mail boats, *Binger* 935——Irregular manner in which the mail service is performed between Holyhead and Kingstown; the boats seldom perform the passage in the contract time, *Cornwall* 1060-1075. 1084-1089——Explanation as to the cause of the irregularity in the arrival of the mails carried on the Chester and Holyhead Railway; the company have never been mulcted in any penalty for such irregularities, *Binger* 1130-1137. 1685, 1686——The night mail train seldom arrives at Holyhead at the appointed time, *Watson* 1612-1614——Frequency of the mail trains being late during the winter months; statement as to the number of times the trains were late in the first five months of 1853, *Skinner* 1674-1676——The service might be performed in a much more regular manner than at present, *ib.* 1677——Calculation as to the average passage of the City of Dublin Company's boats; during the first five months of 1853, the contract time on an average of each passage has only been exceeded by 1 1-10th minute; Mr. Cornwall must have spoken rather from impression than from returns, *Watson* 1730-1739——Nature of the notice taken when the trains are behind time; no penalty for delay has ever been enforced from the railway companies, *Maberly* 1920, 1921.——*See* also *Express Trains.*

K.

Kingstown. See *Departure and Arrival of Mails.* *Embarkation and Landing of Mails.* *Dublin and Kingstown Railway.*

Kingstown Harbour. Necessity for improvements being made in Kingstown Harbour to provide accommodation for the proposed large steam vessels, *Moorsom* 418-430. 454, 455; *Rendel* 1943, 1944. 1961——Works in progress at Kingstown for the improvement of the harbour; it will probably take three years for the completion of those works, *Watson* 763-769——Capabilities of Kingstown Harbour for receiving large vessels, *Binger* 808; *Lang* 1256-1258; *Claxton* 1511-1515——The new jetty proposed to be built will obviate much of the inconvenience; the Dublin and Kingstown Railway should run direct to this jetty, *Rendell* 1943-1949. 1959, 1960. 1962, 1963.

See also *Harbours.*

L.

Laird, John. (Analysis of his Evidence.)—Has been extensively engaged in building iron steam vessels, 1696-1701——There is no doubt that a vessel of three hundred feet in length and of eight hundred horse power can be built to run passages between Holyhead and Kingstown at the rate of twenty miles an hour, 1702, 1703. 1722, 1723——Such a vessel would carry one thousand troops across the Channel on an emergency, 1704-1708——The cost of an iron vessel three hundred feet long and eight hundred horse power, to run twenty miles an hour, would be from 80,400 *l.* to 90,300 *l.*; 1709-1713——Diagonal-built wooden vessels are not so strong as iron vessels, 1714-1718. 1724. 1727-1729——In crossing from Holyhead to Kingstown paddle-wheel vessels must be used, as from the limited draught of water the screw would not be desirable, 1719-1721——Accommodation witness would suggest for passengers on board the proposed large steam vessels; great accommodation by means of deck houses, 1725, 1726.

[Second Examination.]—Remarks relative to the "Nemesis" steam vessel, which was reported to have given way in going out to India; an accident happened to her in a heavy gale off the Cape, but that is thirteen years since, and she has been a sea-going vessel up to the present time, doing good service in India, 1740.

Landing of Mails. See *Embarkation and Landing of Mails.*

Lang, Oliver William. (Analysis of his Evidence.)—Master shipwright at Pembroke Dockyard, 1172, 1173——Description of vessel witness would recommend for the Holyhead station; by making the vessel four hundred feet in length, with a power of one thousand six hundred nominal horse power, a speed of twenty-five miles an hour might be obtained,

1174-

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Lang, Oliver William. (Analysis of his Evidence)—*continued.*

1174-1180——The vessels for the Holyhead station should not be built of iron, 1181-1194——Reference to the "Banshee," the "Vivid," and the "Garland," as showing the superiority of wooden steam vessels, 1181-1191——Water-tight bulk-heads can be put into a wooden as easily as into an iron vessel, 1192——Iron vessels are not safe if they get on shore; wooden vessels would not break up so soon, 1193, 1194——Vessels of large dimensions are essential to the efficient performance of the service, 1195-1199——There would be no difficulty in managing vessels of the large dimensions proposed in the harbour of Kingstown, and in the new harbour of Holyhead, 1200, 1201. 1256-1258.

With reference to the expense of keeping the hull of so large a vessel in repair, it would be extremely difficult to form any correct estimate, 1203——It would not be possible for a sea-going vessel of three hundred feet long, and one thousand two hundred horse power, to go twenty-five miles an hour, under any circumstances, 1204——Estimated consumption of coal by a vessel of the dimensions proposed by witness, 1205-1208——Extent of the passenger accommodation to be provided in the proposed vessels, 1209——Capabilities of the large vessels proposed by witness to carry a great number of troops, more than a regiment at a time, 1210-1212——Remarks relative to the vessels on the Holyhead station having occasionally broken down; this arose from accidents which are usual to machinery of all kinds, 1213-1218——Great inconveniences attend steam vessels having a rudder at both ends, 1219.

By the employment of the large vessels proposed by witness, sea sickness between Holyhead and Kingstown would be materially reduced, 1220——Explanation as to the form of the proposed vessels; comparative sharpness of such vessels with the "Banshee," and with Cunard's boats, 1221-1226. 1244-1247——Comparison between the accommodation afforded by iron and by wooden vessels, 1227-1229——Size of the largest vessels constructed by witness, 1230-1236——Vessels of four hundred feet would be perfectly manageable at any speed, 1237-1240. 1264——Remarks relative to the displacement; the displacement is increased by lengthening, 1241-1243——Employment of vessels of more than three hundred feet in length on the Hudson, which are found to be perfectly manageable, 1248-1255——Witness does not anticipate frequent collisions and great danger from the employment of vessels of four hundred feet in length, at a speed of twenty-five miles an hour; the danger of collision would certainly be increased, 1259-1263. 1276-1278.

With very few exceptions, the proposed vessels of four hundred feet in length, if built and put on the service, would keep their time across the Channel with the mails, 1266-1275——Screw steamers are not at all calculated for the service between Holyhead and Kingstown; for long voyages the screw is decidedly advantageous, 1279-1296——Witness's father concurs in the opinion as to the possibility of building vessels which would accomplish a speed of twenty-five miles an hour, 1297-1299——A wooden ship is much more durable than an iron one, 1300-1302——Great strength of wooden vessels built on the diagonal principle; instance of the "Banshee" and the "Garland," 1308-1310——Witness estimates the total cost of the vessel proposed by him of four hundred feet in length to perform twenty-five miles an hour to be about 170,000 *l.*, ready to receive her passengers, 1311-1317.

Length of Vessels. Remarks relative to the displacement; the displacement is increased by lengthening, *Lang* 1241-1243——The longer a ship is, the better she is for performance at sea; a large ship is less exposed to strains, in proportion to her size, than a smaller one, *Brunel* 1547-1556——A vessel to go eighteen miles an hour must be two hundred and thirty feet long, and one to go thirty miles, six hundred feet long, the speed being dependent on the size and length, *Russell* 1974.

See also *America.* *Speed of Vessels.* *Steam Packets.*

Lights. Remarks relative to the lights carried by the steamers which run backward and forward across the Channel; no better lights could be adopted than those at present in use, *Smithett* 1469-1478.

Limerick. See *Day Mails.*

Liverpool. See *Day Mails.* *Morning Mail.*

Liverpool and Dublin Communication. The boats running between Dublin and Liverpool are larger and have better accommodation for passengers than those running between Dublin and Holyhead, *Binger* 924-926——Statement showing the working on each day from 1 April to 8 June 1853, of the London and Dublin Express and Liverpool and Dublin mails; the despatch from Liverpool being 8.45 P.M., *Maberly* 1910.

Lloyd, Thomas. (Analysis of his Evidence.)—Head of the mechanical branch of the steam department of Her Majesty's navy, 1354——A speed of twenty-five miles an hour could be obtained on the Holyhead and Dublin station by a vessel 400 feet in length, and 1,600 horse power, 1355-1358——Ten per cent. per annum upon the first cost would maintain

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Lloyd, Thomas. (Analysis of his Evidence)—*continued.*

maintain these engines in working order, 1359——A sea-going vessel of 300 feet and 1,200 horse power would not go twenty-five miles an hour, 1360——Two boats of the large class proposed by Mr. Lang would be sufficient for the service, 1363——Witness considers that on a subject like the present there could be no higher authority than that of Mr. Lang and Mr. Penn, 1364, 1365——Relative advantages of the screw and paddle-wheel; the screw will beat the paddle-wheel in speed; there is no difficulty in turning a screw vessel in her own length, 1366-1374. 1384——Wooden vessels possess little or no advantage over iron vessels; the high amount of speed can be as easily attained by vessels built of iron as by those built of wood, 1375-1378——Screw vessels have the advantage over paddle-wheel vessels with regard to turning, but the paddle-wheel has the advantage in stopping, 1384, 1385——Witness estimates the expense of building such a vessel as is proposed by Mr. Lang at 175,000 *l.*, including the engines, 1386——Opinion in favour of iron vessels in preference to wooden vessels, 1387-1392.

London and North Western Company. It is impossible to say what sum the railway companies receive for the carriage of the Irish letters; the London and North Western Company, for all the mails carried by them, receive 49,000 *l.* a year, the Post-office using any trains they like, *Maberly* 1911-1916. 1919.

See also *Chester and Holyhead Railway Company. Subsidy.*

Luggage of Passengers. The passengers' luggage is not stowed away below, but left on the deck and covered, *Binger* 938-943——Great inconvenience to passengers by the City of Dublin Company's boats from having to look after the removal of their luggage and pay a charge for porterage at Holyhead; the railway company should convey the passengers' luggage on board without charge, *Watson* 1592-1601.

M.

Maberly, Lieutenant-Colonel W. L. (Analysis of his Evidence.)—Secretary to the Post-office, 1741——The Post-office authorities have lately received through the Treasury a plan for the acceleration of the mails between London and Dublin, 1742, 1743——It is proposed therein that a mail leave London at 8 A.M. to reach Kingstown at 6.35 P.M.; objections in detail to this proposal, 1744-1836——This train would not arrive in Dublin in time to forward the letters thence by the 7 P.M. train to the provinces; very little time would be saved by sorting the letters in the train or on board the steamer 1747-1754. 1763-1795——There would not be many letters either from London, or from Liverpool, or Manchester, or the provincial towns, by a train from London at 8 A.M., 1755-1759. 1796-1836.

Objections to the substitution of a train from London at 8 P.M., in lieu of the present trains at 5 P.M. and 8.45 P.M., 1837 *et seq.*——If the 5 P.M. train could be accelerated by about two hours it might then leave London at 6.30 P.M., arriving in Dublin about 6 A.M., 1839-1848——The present 10 A.M. trains from Dublin to the provinces is preferable to any other; it would be a disadvantage to start this train from Dublin an hour or two earlier, 1849-1854——Desirability of accelerating the 8.45 P.M. train from London, so as to be in time for the morning trains from Dublin to the provinces; how far this acceleration is practicable; it would affect all the postal arrangements of the kingdom, 1855-1877——The letters are not sorted in the Irish trains, and only on a few of the English lines; a railway post-office is a very expensive establishment, 1878-1880.

It would be very important if the present mail at 7.30 P.M. from Kingstown could leave at 7, and be so accelerated that the letters might be sent out in London with the early delivery; difficulties in the way of this plan, 1881-1907——Average time occupied from 1 May 1850 to 31 December 1852, in the passages between Holyhead and Kingstown, and *vice versâ*, 1908, 1909. 1917, 1918——Average time occupied in the same passage between 1 January and 31 May 1853; 1909. 1917, 1918——Statement showing the present and proposed working of the London and Dublin night mail, 1910——Similar statement with respect to the Dublin and London night mail, 1910——Statement showing the working on each day from 1 April to 8 June 1853, of the London, Holyhead, and Dublin night mail, 1910.

Return of the present working of the London Express and Liverpool and Dublin day mail, which leaves London at 9.15 A.M.; no alteration is proposed therein, 1910——Present working of the Dublin, Liverpool, and London day mail which leaves Dublin at 7 P.M.; no alteration proposed therein, 1910——Working of the 5 P.M. in London and Dublin Express train, 1910——Statement showing the working on each day from 1 April to 8 June 1853, of the London and Dublin Express and Liverpool and Dublin mails; the despatch from Liverpool being at 8.45 P.M., 1910——It is impossible to say what sum the railway companies receive for the carriage of the Irish letters; the London and North Western Company receive for all the mails carried by them a sum of 49,000 *l.* a year,

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Maberly, Lieutenant-Colonel W. L. (Analysis of his Evidence)—*continued.*

a year, the Post-office using any trains they like, 1911-1916. 1919——Notice taken when the trains are behind time; no penalty for delay has ever been enforced from the railway companies, 1920, 1921.

M'Calmont, Robert. (Analysis of his Evidence.) Merchant in London, 1147*——Suggestion for the establishment of large vessels on the line between Holyhead and Kingstown, running at a speed of twenty-five miles an hour, for the accommodation of the passenger traffic, 1148 *et seq.*——This should be carried out independent of the mail service, by the amalgamation of the London and North Western and Chester and Holyhead Companies, and the expense should rest upon that incorporation, 1150-1168——The whole of the postal arrangements, if carried out as suggested, must be done at night; it would be unsafe for the large boats to cross the Channel at night, 1150-1156——The speed of the Cunard steamers seldom or never exceeds twelve or thirteen knots an hour, 1169-1171.

[Second Examination.]—Annual working expenses of the proposed steam service between Holyhead and Kingstown; approximate estimate on the subject delivered in, 2108 ——The postal arrangements should be carried on by two packets daily each way, 2108 ——The passenger requirements should be conducted by a special express sea train daily, except Sundays; two vessels would be sufficient for this purpose, one each way; they should be four hundred feet long, and should perform the passage in two hours and a half, 2108.

Management of Transit. See *Chester and Holyhead Railway Company*, 1.

Members of Parliament. Opinion of the Committee that the Legislative Union of the two countries, which renders the attendance of Irish Peers and Members of Parliament necessary, the mass of business connected with private Bills involving the attendance of professional men in London and witnesses at great cost, &c., all contribute to show the importance of an expeditious and convenient mode of communication between the two countries, *Rep.* vi.—— *See* also *Through Transit.*

Moorsom, Rear-Admiral Constantine. (Analysis of his Evidence.)—Director of the Chester and Holyhead, London and North Western, and Great Southern and Western of Ireland Railway Companies, 348, 349——Evidence as to the speed and working expenses of the Chester and Holyhead Company's boats; the two fastest boats are the "Scotia" and "Anglia," which have performed the passage under three and a half hours, 351-359—— In order to get speed and accommodation, a very large vessel is undoubtedly necessary, 360, 361——Class of boats suitable for the Holyhead and Kingstown station; they should be from 1,800 to 2,000 tons, with a speed of twenty-five miles an hour, 362-369 ——Estimated cost of such vessels, and also average annual working charges, 370-373. 380-383——As the boats would be so costly to construct, and also to work, no company would find it worth their while to provide them unless aided by Government, 379 ——Supposing such a class of superior vessels were provided and the sea passage shortened, the communication between the two kingdoms would be usefully facilitated and extended, 389.

Total annual cost to the Chester and Holyhead Company of the present service between Kingstown and Holyhead; calculation as to the working expenses of their performing a double service, 392-400—— Witness is not prepared to say what amount of subsidy would enable the Chester and Holyhead Company to perform the service with their present boats, 401, 402——If large vessels were put on the Holyhead station, the goods traffic would increase, 403——The vessels for the Holyhead station should be paddle-wheel and not screw vessels, 406, 407——There will be much greater danger of collision in crossing the channel at a speed of twenty-five miles an hour, than at the present moderate speed, 408. 413-418——Steam vessels with deck houses are perfectly safe if properly handled, 409——Increased facilities would increase the passenger traffic between the two countries, 410-412——Necessity for improvements being made in Kingstown Harbour to provide accommodation for the proposed large steam vessels, 418-430. 454, 455.

The London and North Western and the Chester and Holyhead Companies would be disposed to provide superior boats and perform the service on the understanding that there would be an adequate subsidy, 431-438——Statement of the cost of Government mail steam packets in the communication with Ireland in the year 1841 to 1845 inclusive, 439-441——Estimate of the cost to Government of the packet service at Holyhead for 1849; data on which that estimate is founded, 442-444——The whole of the postal service with Ireland is carried on through Holyhead; cost of the service to the Government, 445-447——The Chester and Holyhead Railway Company keep three boats for two despatches across the Channel six days in the week; the City of Dublin Company having only the same number of boats and taking four despatches is hardly safe to the public, 448-450——The present boats on the station could not convey any large number of troops across the channel; the proposed large boats would be available upon emergencies for removing large bodies of troops, 451-453.

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Moorsom, Rear-Admiral Constantine. (Analysis of his Evidence)—*continued.*

[Second Examination.]—Correction of former evidence with respect to the cost to the Government of the packets between Holyhead and Kingstown in the year 1849, and the receipts from the passenger traffic, 1922 ——Increase which has taken place in the passenger traffic on the Holyhead station between 1844 and 1852; 1922——Estimate of passenger traffic between England and Ireland for the year 1852; 1922——Statement of the tourist traffic between England and Ireland in 1851 and 1852; 1922-1925——Memorandum of the size and description, the cost, working charges and liabilities of steam vessels suitable for the express passenger service between Holyhead and Kingstown, the passage being made at a mean average speed of twenty miles an hour, 1925——Estimate of the working charges and liabilities of three steam vessels making the passage between Holyhead and Kingstown twice daily for six days a week at an average speed of twenty miles an hour, 1925——Similar estimate for three steam vessels making the passage twice daily at an average speed of twenty-five miles an hour, 1925.

Morning Mail. Opinion of the Committee that it would be desirable that a morning express mail train leaving London and Dublin respectively before 9 o'clock, A.M., and depositing and picking up letters to and from Liverpool and the manufacturing districts, should be established, *Rep.* iii. v, vi——Witness does not anticipate any advantage from Mr. Roney's proposal that a mail should leave London at eight o'clock in the morning; it would be most injurious to the interests of the provinces, *Ewart* 995-1000. 1023-1034——Witness does not set any value upon a morning mail to Dublin; the delay of the despatch of the mail from Dublin till nine o'clock would be a great inconvenience to many of the extreme parts of Ireland, *Cornwall* 1091-1098. 1117-1122——Objections to the despatch of the mail from Dublin at six o'clock; the advantages would not compensate for the great inconvenience, *ib.* 1123-1128——There would not be many letters either from London or from Liverpool, or from Manchester or the provincial towns, by a train from London at 8 A.M., *Maberly* 1755-1759. 1796-1836——Objections to the substitution of a train from London at 8 P.M. in lieu of the present trains at 5 P.M. and 8. 45; remarks in favour of retaining the latter train, *ib.* 1837 *et seq.*——Desirability of accelerating the 8. 45 P.M. train from London so as to be in time for the morning trains from Dublin to the provinces; how far this acceleration is practicable; it would affect all the postal arrangements of the kingdom, *ib.* 1855-1877.

A train to leave London at 8 A.M. would confer considerable advantages on Dublin and the rest of Ireland; it would bring a great number of letters from the provincial districts of England, which would be delivered throughout Ireland twenty-four hours earlier than at present, *Codd* 2026, 2027. 2041-2043. 2047, 2048. 2072-2084——It is also proposed that a train from London at 8 P.M. should be substituted for the trains now leaving at 5 P.M. and at 8. 45 P.M., *ib.* 2032——Advantages that would result from this train; the object is to insure the arrival of the mail in Dublin sufficiently early to be sent off by the morning trains to the provinces, *ib.* 2032-2040. 2048-2058. 2089——Objections of the Post-office, through Colonel Maberly, to the 8 P.M. train; in case this train cannot be adopted, the 8. 45 P.M. train, if accelerated, would probably be the next best thing; opinion that the people of Dublin are entitled to demand the former train, *ib.* 2044-2046. 2050-2059. 2072-2078——With respect to the despatch from Dublin to London, it is proposed that one mail leave Kingstown at 8 A.M.; convenience of this arrangement, *ib.* 2060-2066. 2086, 2087.

See also *Belfast. Day Mails. Departure and Arrival of Mails. Evening Mail.*

N.

"Nemesis" Steam Vessel. Remarks relative to the "Nemesis" steam vessel, which was reported to have given way in going out to India; an accident happened to her in a heavy gale off the Cape, but that is thirteen years since, and she has been a sea-going vessel up to the present time doing good service in India, *Laird* 1740.

Night Mail. Effect which the proposed acceleration of the trains would have upon the more important despatch from London upon the night mail, *Roney* 275-283——No inconvenience would result from the night mail starting from Dublin later than at present, *Roney* 303, 304; *Watson* 757-762——By an alteration of the times of arrival and departure of the mails a day might be saved as regards the provinces, *Watson* 757-762——The night mail from London is not the most important mail to Ireland as containing the bulk of the correspondence; the heaviest mail from London to Ireland is the five o'clock day mail, and the heaviest that leaves Ireland for London is the evening mail despatched at seven o'clock, *Cornwall* 1138-1146——The whole of the postal arrangements, if carried out as suggested, must be done at night; it would be unsafe for the large boats to cross the Channel at night, *M'Calmont* 1150-1156——As the mail traffic is generally a night passage, the average speed of twelve knots an hour is sufficient, *Skinner* 1651, 1652——Statement showing the present and the proposed working of

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Night Mail—continued.

of the London and Dublin night mails, *Maberly* 1910——Similar statement with respect to the Dublin and London night mail, *ib.*——Statement showing the working on each day, from 1 April to 8 June 1853, of the London, Holyhead, and Dublin night mail, *ib.*

See also *Departure and Arrival of Mails.* *Evening Mail.*

North of Ireland. The mails in the north of Ireland could be considerably accelerated under present arrangements, *Cornwall* 1099.

P.

Paddle-wheel Vessels. Opinion that the vessels for the Holyhead station should be paddle-wheel and not screw vessels, *Moorsom* 406, 407; *Claxton* 1525-1529; *Laird* 1719-1721; *Russell* 2005, 2006——The largest paddle-wheels constructed by witness were forty feet in diameter, but it is possible that there may be larger, *Lang* 1348-1353——Screw vessels cannot be handled so easily as paddle-wheel vessels; screw ships roll more than paddle-wheel ships, *Smithett* 1410-1416——Although witness is a great advocate of the screw, he thinks that as yet the paddle-wheel has beaten the screw in speed, *Brunel* 1540-1542.——*See* also *Screw Vessels.*

Parliamentary Reports. Observations as to the different Committees that have been appointed, between 1810 and 1842, to suggest improvements in the mode of intercourse between England and Ireland; recommendations of these Committees for the establishment of the most convenient postal and passenger communication between the two countries, *Rep.* iv.

Passenger Accommodation:

1. *Remarks as to the Insufficiency of the Accommodation on board the City of Dublin Company's Boats.*
2. *Statement as to the Accommodation provided on board the Boats of the Chester and Holyhead Company.*
3. *Particulars relative to the Accommodation to be provided in the proposed new Boats for the Station.*

1. *Remarks as to the Insufficiency of the Accommodation on board the City of Dublin Company's Boats:*

Observations of the Committee, that the inadequacy of both the mail and express boats for the present amount of traffic is a perpetual source of complaint from passengers, *Rep.* v——The insufficiency of the passenger accommodation having become known to the public, a very serious obstacle is interposed to that intercourse between the two countries which it is so desirable to promote, *ib.* ——There is little or no protection afforded against the weather in the boats which cross the Channel, even for the higher classes, let alone the lower orders, *Huish* 47, 48. 88-90; *Roney* 186-190. 332-335——The only difficulty, as regards the passenger traffic, is the inefficient accommodation of the boats in point of numbers; arrangements might be made for running additional boats, *Roney* 297-302——Particulars as to the accommodation for passengers in the City of Dublin Company's boats; accommodation for second-class passengers, and amount of fare, *Roney* 336, 337; *Watson* 557-587. 596, 597. 788, 789——Sufficiency of the passenger accommodation in the boats of the City of Dublin Company, with very few exceptions, *ib.* 1559, 1560——Where the sea communication is accelerated, some additional booths for passengers, at all events, must be provided, *ib.* 1582.

2. *Statement as to the Accommodation provided on board the Boats of the Chester and Holyhead Company:*

Extent of accommodation for second-class passengers on board the boats of the Chester and Holyhead Company, *Hirste* 546-550——The present accommodation on board the Chester and Holyhead Company's boats is ample, taking the average of the number of passengers carried; an improved class of boats might increase the number of passengers, *Binger* 811-813. 825-842. 926, 927. 930 934.

3. *Particulars relative to the Accommodation to be provided in the proposed new Boats for the Station:*

Recommendation of the Committee, that immediate measures be taken by Government for providing a class of steam vessels with adequate accommodation for passengers, *Rep.* vi——Nature of the accommodation for passengers in the proposed large boats for the station, *Roney* 336, 337; *Hirste* 519-521; *Lang* 1209——Accommodation witness would suggest for passengers on board the proposed large steam vessels; great accommodation by means of deck houses, *Laird* 1725, 1726.

See also *Chester and Holyhead Railway Company*, 2. *City of Dublin Steam Packet Company*, 1. *Contract Packets.* *Deck Houses.* *Speed of Vessels.* *Steam Packets.* *Wooden Vessels.*

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Passenger Traffic. Increased facilities would increase the passenger traffic between the two countries by way of Holyhead, *Moorsom* 410-412——Number of passengers carried by the City of Dublin Company's boats; the traffic is increasing considerably, *Watson* 657-665——Observations upon the subject of the passenger traffic between Kingstown and Liverpool, by the City of Dublin Company's boats, and the passenger traffic between Kingstown and Holyhead; difference in the amount of the fares, *ib.* 676-694——The more efficiently the Holyhead line is done, the more it will injure the Liverpool passenger traffic, *ib.* 676-678——Comparative statement of the monthly passenger traffic, by the boats of the Chester and Holyhead Company, for the years 1850, 1851 and 1852, showing the increase, *Binger* 889-894——Supposing the number of passengers arriving at Holyhead by the train to be very numerous, the Chester and Holyhead Company would send over two boats for their accommodation, if necessary, *ib.* 944-947——Increase which has taken place in the passenger traffic on the Holyhead station, between 1844 and 1852, *Moorsom* 1922——Estimate of the passenger traffic between England and Ireland for the year 1852, *ib.*

See also *Acceleration of Mails. Day Boat. Dover Packets. Fares. Luggage of Passengers. Passenger Accommodation. Steam Packets. Tourists.*

Penn, John. (Analysis of his Evidence.)—Engineer and maker of marine engines, 1318-1320——Witness has seen Mr. Lang's plan for a large vessel calculated for a passage across the Channel between England and Ireland; there would be no difficulty in realizing his expectations of twenty-five miles an hour, except in the expense, which would necessarily be very considerable, 1321-1330——The screw would not be applicable to vessels for the Holyhead station, 1331-1334——According to well-known established rules for estimating the probable speed of a vessel before she is built, there is no likelihood that Mr. Lang and witness would come to a very erroneous conclusion; witness can answer for the machinery department, 1335-1338——Estimated average consumption of fuel on the passage to maintain a speed of twenty-five miles an hour, 1339-1342——Estimated cost of the engines for Mr. Lang's vessel to perform twenty-five miles an hour; they are to be oscillating engines, 1343-1347——The largest paddle-wheels constructed by witness were forty feet in diameter, but it is possible that there may be larger paddle-wheels, 1348-1353.

Points of Communication. No saving would be effected by running for the Liffey instead of Kingstown, and there is the inconvenience of its being a tidal harbour, *Roney* 322.

See also *Departure and Arrival of Mails. Holyhead. Howth Harbour.*

Postal Arrangements. Observations of the Committee that the postal arrangements between London and Dublin admit of considerable improvement, *Rep.* v——Advantages would result, not only to the correspondence but also to passengers, by the establishment of two efficient daily communications in the place of the existing arrangements, *Huish* 21-30——Approval generally of the suggestions of Captain Huish, *Roney* 143——The whole of the postal service with Ireland is carried on through Holyhead; cost of the service to the Government, *Moorsom* 445-447——There is a very general feeling of dissatisfaction in Dublin with respect to present postal arrangements with London, *Codd* 2017——Letter from witness on behalf of the Dublin Chamber of Commerce, to Lord John Russell, in January 1851; other complaints have also been made to the official authorities by the Chamber of Commerce, which comprises the principal merchants of Dublin, *ib.* 2018-2020. 2023. 2027-2031. 2084, 2085.

See also *Acceleration of Mails. Belfast. Day Mails. Delivery of Letters. Departure and Arrival of Mails Double Mail Service. Expense of Transit. Morning Mail. Provincial Communication. Travelling Post Office.*

Provincial Communication. Opinion of the Committee that it would be desirable to establish a morning express mail, leaving London and Dublin respectively before 9 o'clock A.M., and depositing and picking up letters to and from Liverpool and the manufacturing districts, together with a superior class of steamers, with adequate accommodation for passengers, and greater capabilities as regard speed, and that the time of arrival and departure should be so adjusted as to insure to the provinces, as far as possible, the advantages of this improved communication, *Rep.* iii. v, vi——One of the great objects to be attained is to have the despatches so regulated that they shall reach Dublin in time for the transit of the mails into the interior; way in which this might be accomplished, *Huish* 15 *et seq.*; *Roney* 342, 343——The present 10 A. M. trains from Dublin to the provinces is preferable to any other; on the whole, it would be a disadvantage to start this train from Dublin an hour or two earlier, *Maberly* 1849-1854.

See also *Acceleration of Mails. Belfast. Morning Mail. Night Mail.*

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R.

Rate of Mileage. Largest mileage allowed by Government to any railway for carrying mails, *Roney* 178, 179.——*See* also *London and North Western Railway Company.*

Rendel, James Meadows. (Analysis of his Evidence.)—Evidence as to the works now going on under the design and direction of witness at Holyhead New Harbour, 1926 *et seq.*—— The largest class of steamers contemplated for the passage across, could easily find room and shelter in the harbour now being formed, 1929, 1930. 1940-1942——Remarks on the proposed landing place for the larger class of steamers; there is every facility of connecting the same with the Chester and Holyhead Railway; the expense would not exceed 2,000 *l.*; 1930-1938——With respect to Kingstown Harbour it is a very convenient one, but is not at present suitable to accommodate large steamers, 1943, 1944. 1961——The new jetty proposed to be built will obviate much of the inconvenience; the Dublin and Kingstown Railway should run direct on to this jetty, 1943-1949. 1959, 1069. 1962, 1963.

Opinion that the transit by sea, as compared with the land part of the communication between London and Dublin, is in a very neglected and inefficient state; the expenditure laid out on Kingstown and Holyhead harbours, &c., demand a better regulation of the sea service, 1950-1953. 1972——Holyhead is decidedly the best point of departure for Ireland, 1954——The steamers should be a large size, and of great speed; the immense increase of traffic produced by such steamers would make the passage a remunerative one, 1955-1958——Remarks to the effect that Kingstown is, on the whole, preferable to Howth as the point of departure from Ireland; a suitable harbour at the latter place would involve an immense expenditure, 1964-1971.

Roney, Cusack Patrick. (Analysis of his Evidence.) Has been engaged in the development of the traffic between England and Ireland during the last two years by the Holyhead line, 107——The existing communications have been correctly stated by Captain Huish, 108, 109——The mails take longer to come from Dublin to London than to go from London to Dublin; reason of this; the difference would be less if a superior class of boats were placed on the station, 110-114——Average length of passage of the Chester and Holyhead Company's boats, 115-123——Both the land and water arrangements are susceptible of very great improvements, 124, 125——Desirability of having special express trains to carry the Irish mails and passengers twice a day, 126-129——Importance of a superior class of vessels capable of running at high speed, being placed on the station; great complaints about the size and want of accommodation in the present boats, 126. 130-142——The speed of twenty-five miles an hour is attainable by steamboats; it is simply a question of expense, 139-142.

Approval generally of the suggestions of Captain Huish for improving the postal and passenger arrangements, 143——Recommendation that the sorting of letters should be carried on during the whole journey between England and Ireland; and that the Post-office vans should be established on the Irish railways, 144-147—— By the use of large and powerful boats a speed of nearly twenty-five miles an hour could be maintained in all weathers, 148-151——Neither Holyhead Harbour nor Kingstown Harbour would be suitable for the proposed large boats, but the new harbour at Holyhead is progressing, and the required accommodation could soon be provided at Kingstown, 152—— Great advantage would result from running the trains down to the boats at Kingstown instead of stopping short at the station, 152.

Opinion that both the land and sea service should be in the hands of one company, and that a subsidy of 70,000 *l.* should be paid by Government for the performance of the postal service, 153-173—— Amount of capital necessary for building the boats required for the station; mode of furnishing the capital, 153-172—— It would be desirable to grant a charter of incorporation to the company undertaking the communication, so as to secure their having limited liability, 174——Witness would prefer the scheme of the London and North Western and Chester and Holyhead Companies having an extension of their power to raise the money necessary to carry out the proposed arrangement, to any other scheme that could be devised, 175-177——Largest mileage allowed by Government to any railway for carrying mails, 178, 179.

Size and horse power of the contemplated vessels for performing twenty-five miles an hour in crossing the Channel, 181-185——Great hardships experienced by the lower orders from the want of protection and accommodation in the boats at present on the Holyhead and Kingstown station, 186-190——It is practicable to arrange the mail trains so as to give the public the comfort of a day passage across the Channel, even in the winter, 191, 192.

[Second Examination.]—Witness differs in some respects from Capt. Huish, with reference to the departures of the trains and boats; more time is required between London and Kingstown than is allowed by Capt. Huish, 193-202——By the employment of large and powerful vessels, the passage might be performed in 3¼ hours; there is no boat now on the station competent to make the passage under four hours, 203-209——Proposal

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Roney, Cusack Patrick. (Analysis of his Evidence)—*continued.*

that the time spent in going from Holyhead to London should be 6½ hours instead of 8¾ hours, which is the present time by express train; saving of time that would be effected by the train stopping at fewer stations, 210–239——The acceleration of speed would be remunerative to the railway company, in consequence of the additional number of passengers, 240–242.

The present communication by the trains between Holyhead and London is very defective; a new arrangement of the trains pending the construction of the large boats would increase the passenger traffic, 242–247——Witness would attach second-class carriages to the quick trains between London and Holyhead, but not third-class carriages, 248, 249——Delay arising from the transhipment of passengers' luggage; this might be done away with by a luggage van being run direct on board the vessel, or by the construction of more places of embarkation, 250–265——By the proposed acceleration of the mail trains, a saving of two hours eleven minutes would be effected between Holyhead and London, 266–268——Beneficial effect of even the acceleration of two hours eleven minutes by the alteration of the train arrangements between London and Dublin upon forwarding the mails to the interior of Ireland, 269–283——Effect which the proposed acceleration of the trains would have upon the more important despatch from London of the night mail, 275–283.

The express trains throughout England stop at much fewer stations than the mail trains; the stoppages by the mail train are in consequence of the requirements of the Post-office, 284–289——Proposal that the Irish night mail should leave London at 7. 45 instead of 8. 45, as at present, 290–296——The only difficulty, as regards the passenger traffic, is the insufficient accommodation of the boats in point of numbers; arrangements might be made for running additional boats, 297–302——Opinion that the mercantile classes of Dublin having trading connexion with the towns in the interior of Ireland would not be inconvenienced or dissatisfied at the night mail leaving at half past nine instead of the early hour it does at present, 303, 304——There would be no difficulty with respect to the collection of letters, provided the Irish mail was despatched from London at 7. 45; 306.

With respect to letters arriving in London from Ireland at 7. 15 in the evening, they could not be delivered the same night, but there might be a special delivery in the morning, 307——The primary objects of witness's proposal for accelerating the mails is to place Dublin in the same position as regards postal communication with Liverpool, Manchester, and other large towns in England; a system of morning boats from Kingstown and a quick day express would be very beneficial to Liverpool, Manchester, and other large towns, 308-317——Witness estimates the capital necessary for the large and powerful boats proposed to be placed on the station at half a million, 319–321——No saving of time would be effected by running for the Liffey instead of Kingstown; and there is the inconvenience of its being a tidal harbour, 322.

If there were a suitable harbour at Howth a saving of time might be effected in making that the port of arrival and departure instead of Kingstown, 323——Statement as to the cost of the mail service between Kingstown and Holyhead when performed by the Post-office packets, 324——Recommendation that the new arragement of the train should be commenced at once without reference to the boats, and the arrangements on the Irish side of the water made temporary, to be modified and brought into permanent shape as the new and enlarged boats come upon the station, 325–327——Howth Harbour is at present quite filled up, 328-330——Great hardships at present endured by the lower orders in crossing over between England and Ireland, 332–335——Number of passengers for which there is accommodation on board the present boats; number which the proposed enlarged boats will accommodate, 336, 337——Amount of the passenger fare between Holyhead and Kingstown; witness would like to see the fare lowered, 338-341.

One of the great objects of witness's proposing that the trains should start from London at an earlier hour, and likewise in shortening the time between London and Dublin, is, that they should arrive in Dublin in time for the letters and passengers to be forwarded to the provinces by the night and morning mails from Dublin, 342-344——The mail trains on the Irish railways might be accelerated, 343, 344——Witness proposes that the mails should leave Dublin in time to arrive at a quarter past seven in the morning; it would be an improvement if they could start from Dublin so as to arrive in London at an earlier hour, 345, 346——Statement of the special express train and steamboat which ran from London to Kingstown, on 11 May 1853; 346——The London and North Western Company, and the Chester and Holyhead Company would not undertake the service with the suggested improvements for the present subsidy of 25,000 *l.*; if 70,000 *l.* a year were guaranteed they would perform the service, 347.

Rudders. Great inconveniences attend steam vessels having a rudder at both ends, *Lang* 1219——Witness has a strong inclination to believe that two rudders is a good thing; *Claxton* 1503–1506——Witness has built several vessels to steer both ways without turning; remarks showing that such vessels have answered exceedingly well, and that there

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Rudders—continued.

there is no sacrifice of speed in consequence of the double rudder, *Russell* 1990-2022——Objection to a double screw and a double rudder as proposed by Captain Carpenter, *ib.* 2007-2009.

Russell, Scott. (Analysis of his Evidence.)—Engineer and ship-builder, 1793——It is perfectly practicable to produce steamers of a very high velocity, provided only that the necessary expenditure be forthcoming, 1794-1982——A vessel to go eighteen miles an hour must be 230 feet long, and one to go thirty miles, 600 feet long, the speed being dependent on the size and length, 1974——The expense of a vessel 320 feet long, to go an average speed of twenty-one miles an hour, would be 70,000 *l.*; 1982——One of 400 feet long, to go from twenty-four to twenty-five miles on hour, would cost about 160,000 *l.*; 1974——Opinion that such vessels should be built of iron as possessing many advantages over wood; grounds for this opinion, 1983-1987——The working expenses of vessels 320 or 400 feet long will bear a tolerable proportion to their respective powers, 1988.

Witness has built several vessels to steer both ways without turning; remarks showing that such vessels have answered exceedingly well, and that there is no sacrifice of speed in consequence of the double rudder, 1990-2002. Paddle-wheel vessels are preferable to screw vessels for the passage between Holyhead and Kingstown, 2005, 2006——Objection to a double screw and double rudder, as proposed by Captain Carpenter, 2007-2009. Witness constructs the engines for all vessels built by him; advantages of this system, 2010, 2011——He is quite prepared to guarantee a speed of twenty-five miles an hour, at a stated price, and to take back the vessel unless she performs the velocity contracted for, 2012, 2013.

S.

Saving of Time. Any time that can be saved on the road, either by increased speed of the trains or by employing faster packets, is desirable; extent to which the mails could be accelerated by these means, *Cornwall* 1146, 1147.

See also *Acceleration of Mails.* *Embarkation and Landing of Mails.* *Improvement of the Communication.* *Speed of Vessels.* *Steam Packets.*

Screw Vessels. Opinion that the screw would not be applicable to vessels for the Holyhead station, *Lang* 1279-1296; *Penn* 1331-1334; *Brunel* 1539——Observations as to the relative advantages of the screw and paddle wheel; the screw will beat the paddle in speed; there is no difficulty in turning a screw vessel in her own length, *Lloyd* 1366-1374. 1384——Screw vessels have the advantage over paddle-wheel vessels with regard to turning, but the paddle-wheel has the advantage in stopping, *ib.* 1384, 1385.

See also *Paddle-Wheel Vessels.* *Rudders.*

Sea Passage. The present contract time for performing the passage between Kingstown and Holyhead is four hours and forty minutes; the passage might be performed in three and a quarter hours with the class of boats which ought to be employed, *Huish* 33-36——The present contract time is a very long time for the mails to be passing between two such important countries; the Chester and Holyhead Company's boats, which have no Government funds to assist them, perform the passage in about four hours, *ib.* 67, 68——The mails take longer to come from Dublin to London than to go from London to Dublin; reason of this; the difference would be less if a superior class of boats were placed on the station, *Roney* 110-114——Average length of passage of the Chester and Holyhead Company's boats, *ib.* 115-123——By the employment of large and powerful vessels the passage might be performed in three and a quarter hours; there is no boat now on the station competent to make the passage under four hours, *ib.* 203-209.

Supposing such a class of superior vessels were provided and the sea passage shortened, the communication between the two kingdoms would be usefully facilitated, *Moorsom* 389——The time allowed by the contract for the passage is four hours and forty minutes; on an average this time is kept, except in bad weather, *Watson* 554-565——Statement of the average length of passages amounting to five hours and upwards by the City of Dublin Company's boats, for the years ending 30 April 1850 and 30 April 1853; *ib.* 1583——Statement showing the average time occupied from 1 May 1850 to 31 December 1852, with the passages between Holyhead and Kingstown, and *vice versâ*; *Maberly* 1908, 1909. 1917, 1818——Average time occupied in the same passage between 1 January and 31 May 1853, *ib.* 1909. 1917, 1918——Opinion that the transit by sea, as compared with the land part of the communication between London and Dublin, is in a very neglected and inefficient state; the expenditure laid out on Kingstown and Holyhead harbours, &c., demand a better regulation of the sea service, *Rendel* 1950-1953. 1972.

See also *Collisions at Sea.* *Difficulties of the Passage.* *Passenger Accommodation.* *Speed of Vessels.* *Steam Packets.*

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Skinner, Commander Arthur MacGregor. (Analysis of his Evidence.)—Admiralty agen at Holyhead, and superintendent of the contract packets, 1637, 1638——Record of the arrivals and departures of the contract mail vessels; average passages of the City of Dublin Company's packets for January, February, March, April, and May 1853; the vessels generally perform the passage within the contract time, 1639-1650——As the mail traffic is generally a night passage, the average speed of twelve knots an hour is sufficient, 1651, 1652——Opinion that boats of 1,000 or 1,200 tons and 600 horse power would give sufficient accommodation to passengers, 1652-1654——All material repairs to the City of Dublin Company's boats are executed at Liverpool; inconvenience has occasionally resulted from this practice, 1655-1659——The new harbour of Holyhead when completed would accommodate boats of any size, 1660, 1661.

Three vessels are not sufficient for the performance of the contract by the City of Dublin Company; it is very hard work for the officers and crews; there ought to be a fourth boat to relieve them, 1662-1673——Frequency of the mail trains being late during the winter months; statement as to the number of times the trains were late in the first five months of 1853; 1674-1676——The service might be performed in a much more regular manner than at present, 1677——Return of the different boats on the Holyhead station, from August 1848 to April 1850, with their performances, 1678-1684.

Smithett, Captain Luke. (Analysis of his Evidence.)—Commander of the "Vivid" steam vessel on the Dover station, 1393——There would be no difficulty in navigating on the Holyhead and Kingstown station during the daytime vessels of the length and at the speed proposed by Mr. Lang; they could not be so safely worked at night, 1394-1397——Necessity for the harbour of Holyhead and Kingstown being improved to accommodate the proposed large steam vessels, 1398-1409——Screw vessels cannot be handled so easily as paddle-wheel vessels; screw ships roll more than paddle-wheel ships, 1410-1416——In making the passage from England to Ireland the greatest difficulty is round Holyhead from the Skerries to six or seven miles in, 1420-1425——South Wales coal is preferable for tubular boilers, 1426, 1427——Remarks relative to the performance of the "Vivid" steamer on the Holyhead and Dover stations; horse power and tonnage of this vessel; superiority of the "Vivid" over the "Fairy" in point of speed, 1428-1441.

Frequency of rough weather occurring on the Holyhead station, particularly in the winter, 1442, 1443——Witness does not anticipate any difficulty or danger from collision from running the proposed large and powerful boats on the Holyhead station, 1444-1455——Preference to be given to the diagonal-built wooden vessels over iron vessels, 1456——Witness estimates the cost of the service on the Holyhead station when in the hands of the Admiralty at about 7,000*l.* a year for each vessel, 1457-1463——The cost of the service at Dover is about 3,000*l.* a year each vessel, but the earnings of the passenger traffic nearly cover the expenses, 1464-1466——The average number of passengers at Dover is greater than on the Holyhead line, 1467——Remarks relative to the lights carried by the steamers which run backwards and forwards across the Channel; no better lights could be adopted than those at present in use, 1469-1478——Opinion that the Holyhead and Kingstown service might be maintained by two large vessels, 1479-1497.

Special Trains. See *Express Trains.*

Speed of Vessels. Statement of the Committee that they have had a plan and estimate laid before them for a class of vessels affording accommodation far superior to anything that has hitherto been attempted, and capable of running at a speed of twenty-five miles an hour, *Rep.* vi——From the high professional character of Mr. Lang, who has furnished the design, and from the decided opinions that have been expressed in its favour by many eminent scientific and nautical men, there can be no doubt that the contemplated results could be obtained, *ib.*——The speed of twenty-five miles an hour is attainable by steamboats; it is simply a question of expense, *Roney* 139-142. 148-151; *Lang* 1174-1180; *Penn* 1321-1330. 1335-1338; *Lloyd* 1355-1358; *Brunel* 1535-1538; *Russell* 1974-1982——Size and horsepower of the contemplated vessels for performing twenty-five miles an hour in crossing the Channel, *Roney* 181-185; *Lang* 1174-1180——It would not be possible for a sea-going vessel of 300 feet long and 1,200 horse power, to go twenty-five miles an hour under any circumstances, *Lang* 1204; *Lloyd* 1360——Explanation as to form of the vessel proposed by witness; comparative sharpness of such vessel with the "Banshee," and with Cunard's boats, *Lang* 1221-1226. 1244-1247——Opinion that a vessel of 400 feet would be perfectly manageable at any speed, *ib.* 1237-1240. 1264; *Claxton* 1516-1521.

Opinion that with very few exceptions, the proposed vessels of 400 feet in length, if built and put on the service, would keep their time across the Channel with the mails, *Lang* 1266-1275——Witness's father concurs in the opinion as to the possibility of building vessels which would accomplish a speed of twenty-five miles an hour, *ib.* 1297-1299——Witness considers that on a subject like the present, there could be no higher authority than that of Mr. Lang and Mr. Penn, *Lloyd* 1364, 1365——Witness sees no reason

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Speed of Vessels—continued.

reason why the speed of steamers is to be limited to twenty-five miles an hour; if Mr. Lang can build a ship 400 feet long, and drive her twenty-five miles an hour, witness would undertake to build one to go thirty miles an hour, by improving upon him, *Claxton* 1522, 1523——There is no doubt that a vessel of 300 feet length and of 800 horse power, can be built to run passages between Holyhead and Kingstown at the rate of twenty miles an hour, *Laird* 1702, 1703. 1722, 1723——Witness is quite prepared to guarantee a speed of twenty-five miles an hour at a stated price, and to take back the vessel unless she performs the velocity contracted for, *Russell* 2012, 2013.

See also *Acceleration of Mails. Chester and Holyhead Railway Company*, 2. *City of Dublin Steam Packet Company*, 1. *Collisions at Sea. Contract Packets. Cunard's Packets. Delay. Engines. Fuel. Horse Power. Iron Vessels. Sea Passage. Steam Packets. Working Expenses.*

Steam Packets. Opinion of the Committee that the present imperfect state of the communication being partly owing to the inferior packets employed, much advantage would accrue by the establishment of steamers that would go at the rate of at least twenty miles an hour, afford a great increase of accommodation, and also be suitable, in case of need, for the conveyance of a considerable body of troops, *Rep.* iii. vi.——Great inconvenience of the present boats which cross the Channel; superior class of vessels required for the service, *Huish* 31, 32; *Roney* 126. 130-142——Amount of capital necessary for building the boats required for the station between Holyhead and Kingstown; mode of furnishing the capital for building these large boats, *Roney* 153-172. 319-321——Opinion that vessels of large dimensions are essential to the efficient performance of the service, *Moorsom* 360, 361; *Lang* 1195-1199; *Rendel* 1955-1958——Evidence as to the class of boats suitable to the Holyhead and Kingstown station; they should be from one thousand eight hundred to two thousand tons, with a speed of twenty-five miles an hour, *Moorsom* 360-369. 1925——Estimated cost of such vessels, and also average annual working charges, *ib.* 370-373. 380-383——The present vessels are much more desirable, as far as safety and navigation are concerned, than a larger description of vessel, *Hirste* 522-545.

Suggestion for the establishment of large vessels on the line between Holyhead and Kingstown for the accommodation of the passenger traffic, running at a speed of twenty-five miles an hour, *McCalmont* 1148 *et seq.*——This should be carried out independent of the mail service, by the amalgamation of the London and North Western and Chester and Holyhead Companies, and the expense should rest upon that incorporation, *ib.* 1150-1168——Two boats of the large class proposed by Mr. Lang would be sufficient for the service, *Lloyd* 1363; *Smithett* 1479-1497——Remarks relative to the large steam vessel about to be constructed by Mr. Scott Russell; she is to be something under seven hundred feet long, and to be built of iron, to go to India, *Claxton* 1507-1510. 1533, 1534——The immense increase of traffic produced by such steamers would make the passage a remunerative one, *Rendel* 1955-1958——Return of the speed and consumption of fuel of the Chester and Holyhead Railway Company's steam boats Anglia, Cambria, Hibernia and Scotia, under regulated conditions of time, pressure and expansion, between 1 August 1848 and 31 March 1853, *App.* 176-179——Return of the draught of water, horse power, tonnage, &c., of the steamboats Anglia, Cambria, Scotia, and Hibernia, between 1 August 1848 and 31 March 1853, *ib.* 180, 181.

See also *Chester and Holyhead Railway Company*, 2. *City of Dublin Steam Packet Company. Collisions at Sea. Cost of Construction of Vessels. Deck Houses. Engines. Iron Vessels. Length of Vessels. Lights. "Nemesis" Steam Vessel. Paddle-wheel Vessels. Passenger Accommodation. Rudders. Screw Vessels. Sea Passage. Speed of Vessels. Troops. Water-tight Bulkheads. Wooden Vessels. Working Expenses.*

Subsidy. The London and North Western Company and the Chester and Holyhead Company would not undertake the service with the suggested improvement for the present subsidy of 25,000 *l.*; if 70,030 *l.* a year were guaranteed, they would perform the service, *Roney* 347——As the boats would be so costly to construct, and also to work, no company would find it worth their while to provide them, unless aided by Government, *Moorsom* 379; *Binger* 887, 888——It would be necessary for an additional subsidy of 45,000 *l.* to be paid to the City of Dublin Company, to enable them to provide additional accommodation and accelerated speed, *Watson* 738——The City of Dublin Companies are willing to improve the service, by employing boats of three hundred feet in length to perform twenty miles an hour, but they would require an additional subsidy of 45,000 *l.* a year from Government, *ib.* 1615-1630.

See also *Chester and Holyhead Railway Company*, 1.

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T.

Through Transit. Observations showing the facilities given to the public in the booking through arrangement by the City of Dublin Company's boats; tickets issued for Members of Parliament by the railway companies, and for the Dublin Exhibition, available on board the company's boats, *Watson* 1602, 1603——Return of the proportion of through trains for sea passage between Kingstown and Holyhead by the mail packets of the City of Dublin Company, *ib.* 1603-1605——Vast inconvenience would result to the public if the booking through system were abolished, *ib.* 1606.

Tourists. The passenger traffic between England and Ireland has greatly increased since the facilities given by the issue of tourists' tickets, *Huish* 69——Statement of the tourist traffic between England and Ireland in 1851 and 1852, *Moorsom* 1922-1925.

Travelling Post Offices. Recommendation that the sorting of letters should be carried on during the whole journey between England and Ireland; and that the Post-office vans should be established on the Irish railways, *Roney* 144-147——No advantage or saving would result from the sorting of the letters on board the packets; it is not necessary to establish post-office carriages on the railways in Ireland, *Cornwall* 1041-1051——The letters are not sorted in the Irish trains, and only in a few of the English trains; a railway post-office is a very expensive establishment, *Maberly* 1878-1880.

Troops. Remarks of the Committee that the prompt and cheap conveyance of troops from one country to the other, which the large steamers will supply, is a consideration not to be overlooked in this important question, *Rep.* vi——With the present means of communication there would be no possibility of conveying over, upon an emergency, any large body of troops, *Huish* 91; *Moorsom* 451-453; *Watson* 654-656——The proposed large boats would be available upon emergencies for removing large bodies of troops, *Moorsom* 451-453; *Lang* 1210-1212; *Laird* 1704-1708——The boats proposed to be employed by the City of Dublin Company would be adopted for the conveyance of troops on an emergency, *Watson* 739-744——Evidence with respect to the conveyance of troops between England and Ireland; in cases of emergency it would be very desirable to send them in regiments by the proposed large steamers between Holyhead and Kingstown, *Freeth* 2110-2144.

See also *City of Dublin Steam Packet Company*, 2.

V.

"Vivid" Steamer. Remarks relative to the performance of the "Vivid" steamer on the Holyhead and Dover stations; horse power and tonnage of this vessel; superiority of the "Vivid" over the "Fairy" in point of speed, *Smithett* 1428-1441.

W.

Water-tight Bulkheads. Water-tight bulkheads can be put into a wooden as easily as into an iron vessel, *Lang* 1192.

Watson, William. (Analysis of his Evidence.)—Managing director of the City of Dublin Steam Packet Company, 551——The company has the Government contract for conveying the mails between Holyhead and Kingstown; the contract being for ten years, three of which have expired, 552, 553——The time allowed by the contract for the passage is four hours and forty minutes; on an average this time is kept, except in bad weather, 554-565——The City of Dublin Company have four boats for the performance of the service, three being worked and one kept in reserve, 566-576——Accommodation for passengers in the City of Dublin Company's boats; amount of the fare, 577-587. 596, 597. 788, 789——Average speed of the Company's vessels; possibility of the vessels being worked at a greater speed, 588-599. 670, 671——Explanation as to how the contract is worked by the City of Dublin Company, 600-637——The Company are under a penalty to the Admiralty in the event of their contract time being exceeded; this has never been enforced, 638-643.

Amount which the City of Dublin Company paid for the Government boats, the Llewellyn and St. Columba, 644-653——If it were necessary to convey any number of troops to Ireland, the present boats are not adapted for the service, 654-656——Number of passengers carried by the City of Dublin Company's boats; the traffic is increasing, 657-665——The Company would be unwilling to give up their present contract, supposing Government contemplated any other arrangement, 666. 672——Fuel is economised on board the company's boats, but no instructions have been given to the engineers to save the coals, 667-672——Circumstances under which a communication was sent to Sir Charles Trevelyan from the City of Dublin Company, stating that the payment received for the service performed was totally inadequate; still the company would not like to give up the contract, 672-675.

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Watson, William. (Analysis of his Evidence)—*continued.*

Observations upon the subject of the passenger traffic between Kingstown and Liverpool by the City of Dublin Company's boats, and the passenger traffic between Kingstown and Holyhead; difference in the amount of the fares, 676-694——The more efficiently the Holyhead line is done, the more it will injure the Liverpool passenger traffic, 676-678——The arrangement now made is not an improvement on what existed previously to 1850, when the service was performed by the Government boats, but it has been much less expensive, 695-719——Correspondence which has taken place between the City of Dublin Company and the Treasury, with respect to improving the service between London and Dublin; proposal of the company for accelerating the mail service by the employment of superior vessels, 720-724——Consideration of the propositions of the City of Dublin Company by the Chamber of Commerce; they were perfectly satisfied with them, and anxious for their being carried out, 725, 726.

The City of Dublin Company would have no difficulty in raising the necessary capital for building the vessels and carrying out the arrangements proposed by them for improving the communication between London and Dublin, 727-737——It would be necessary for an additional subsidy of 45,000 *l.* to be paid to the City of Dublin Company, to enable them to provide additional accommodation and accelerated speed, 738——The boats proposed to be employed by the company would be adapted for the conveyance of troops on an emergency, 739-744——Average speed of the vessels proposed to be constructed by the City of Dublin Company; consultation had with eminent builders, who consider the scheme of the company practicable, 745-756——The contract for the improved service should be for at least ten years, 747-750.

No inconvenience would result from the night mail starting from Dublin later than at present; by an alteration of the times of arrival and departure of the mails a day might be saved as regards the provinces, 757-762——Works in progress at Kingstown for the improvement of the harbour, 763-769—— It would take two years to build the superior vessels proposed by the City of Dublin Company, but the communication by land might be greatly accelerated immediately if the Post-office authorities saw no difficulty and the railway company gave the trains, 770-776——Remarks relative to the differences existing between the City of Dublin Company and the railway company with reference to the goods traffic, 777, 778——Negotiation entered into between the City of Dublin Company and the London and North Western and the Chester and Holyhead Companies with reference to devising the most complete plans of vessels, and of arrangements for effecting the shortest possible passage across the Channel and journey between Holyhead and London; reason of the failure of this negotiation, 779.

The sum necessary for accelerating the communication at present would be comparatively trifling, 780——The scheme of the City of Dublin Company would not require an increase in the fare of passengers, 781, 782——The present boats of the Company might be provided with better accommodation and worked at a greater speed; by such improvements the passenger traffic might be increased, 783-787——The boats of the Chester and Holyhead Company ply at a more favourable part of the day for passenger traffic than the boats of the City of Dublin Company can do under their postal arrangements, 790, 791——Even with the present boats on the station, by working them at their full power and accelerating the trains, the time could be lessened by three hours, 792-799.

[Second Examination.]—Return of the names of the four mail packets of the City of Dublin Steam Packet Company, their tonnage, power of engines, draft of water, and berth accommodation for passengers, showing what further accommodation could be added to the present vessels, 1557-1560——Sufficiency of the passenger accommodation in the boats of the City of Dublin Company, with very few exceptions, 1559, 1560——How far the horse power of the engines of the company's boats could be increased so as to accelerate their speed, 1561-1565. 1580, 1581——Statement that taking the average of the passages of the company's boats they are within the contract time; the contract time of 4 hours 40 minutes is frequently exceeded, owing to bad weather, but that is provided for by the contract, 1566-1575——With the present boats the City of Dublin Company could not shorten the time of performing the passage more than half an hour, 1576-1581. 1609-1611——Were the sea communication accelerated, some additional berths for passengers, at all events, must be provided, 1582.

Statement of the average length of passages amounting to five hours and upwards by the City of Dublin Company's boats, for the years ending 30 April 1850 and 30 April 1853; 1583——There is no doubt that to drive the vessels at their full speed does not tend to the comfort of the passengers, 1584-1586——The company purchased two of their boats of the Admiralty, 1587-1589——Refutation of Mr. Binger's evidence relative to the dispute existing between the railway company and the City of Dublin Steam Packet Company, 1590-1601——Great inconvenience to passengers by the City of Dublin Company's boats, from having to look after the removal of their luggage, and pay a charge for porterage, at Holyhead; the railway company should convey the passenger's luggage on board without charge, 1592-1601——Observations showing the

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facilities given to the public in the booking through arrangement by the City of Dublin Company's boats, 1602, 1603.

Return of the proportion of through trains for sea passage between Kingstown and Holyhead by the mail packets of the City of Dublin Company, 1603——Amount of the fares charged by the City of Dublin Company's packets, 1603–1605——Vast inconvenience would result to the public if the booking through system were abolished, 1606——Frequency of the mails being landed at Holyhead before the hour appointed for the railway trains to leave the station, 1606–1608——The night mail train seldom arrives at Holyhead at the appointed time, 1612–1614——The City of Dublin Company would be willing to improve the service by employing boats of 300 feet in length to perform twenty miles an hour, but they would require an additional subsidy of 45,000 *l.* a year from Government, 1615–1630——There would be no difficulty in running a van with the passengers' luggage on board the steam packets, 1631–1633——The fleet of the City of Dublin Company consists of twenty-five vessels; the company would willingly send some of their vessels to Holyhead for the conveyance of troops in a case of emergency, 1634–1636.

[Third Examination.]—Calculation as to the average passage of the City of Dublin Company's boats during the first five months of 1853; the contract time on an average of each passage has only been exceeded by 1 1-10th minute; Mr. Cornwall must have spoken rather from impression than returns, 1730–1739.

[Fourth Examination.]—Further statement that the City of Dublin Company are prepared to undertake the proposed double service for an increased annual subsidy of 45,000 *l.*; 2090–2092——The proposed vessels would be 300 feet long, and would go at the rate of twenty miles an hour, 2093, 2094——Remarks as to the expense to Government of the communication between London and Dublin previous to the contract of 1850; the total cost, in a commercial point of view, was about 132,000 *l.* per annum, 2095–2107.

Weather. Frequency of rough weather occurring on the Holyhead station, particularly in the winter, *Smithett* 1442, 1443.

Wooden Vessels. Recommendation that the vessels on the Holyhead station should not be built of iron; an iron vessel cannot be built of the same strength, or as light as a wooden vessel built on the diagonal system, *Lang* 1181–1194. 1308–1310——Reference to the "Banshee," the "Vivid," and the "Garland," as showing the superiority of wooden steam vessels, *ib.* 1181–1191. 1308–1310——Comparison between the accommodation afforded by iron and wooden vessels, *ib.* 1227–1229——Preference to be given to the diagonal-built wooden vessels over iron vessels, *Lang* 1300–1302; *Smithett* 1456——With regard to the superiority of iron or wooden vessels, each has its advantages; wooden ships built on the diagonal principle are equal in strength to iron, *Brunel* 1543–1546.

See also *Iron Vessels.* *Water-tight Bulkheads.*

Working Expenses. The Chester and Holyhead Company's vessels do not perform the passage in the same time as when they were first placed on the establishment, on account of the enormous working expenses, *Binger* 814–824, 843—— Ten per cent. per annum upon the first cost would maintain the engines in working order, *Lloyd* 1359——Estimate of the working charges and liabilities of three steam vessels making the passage between Holyhead and Kingstown twice daily, for six days a week, at an average speed of twenty miles an hour, *Moorsom* 1925——Estimate of the working charges and liabilities of three steam vessels making the passage to Holyhead and Kingstown twice daily, for six days a week, at an average speed of twenty-five miles an hour, *ib.*——The working expenses of vessels 320 or 400 feet long will bear a tolerable proportion to their respective powers, *Russell* 1988——Remarks on the several working expenses of the proposed steam service between Holyhead and Kingstown; statement and approximate estimate on the subject delivered in, *McCalmont*, 2108.

See also *Chester and Holyhead Railway Company*, 2. *Double Mail Service.* *Dover Packets.* *Expense of Transit.* *Steam Packets.*

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